# The Sea People/SAILORMAN

No. 10 January 1989

Jim Colvin.

In this issue of 'Seapeople/ Sailorman' there is a brief but exciting report of Wolfgang Wappl's Tangaroa Mark I IAORANA around the world voyage, with suggested design improvements and comments by me on how they have been incorporated in various designs since the early days of the Tangaroa Mark I, 23 years ago.

He writes ''a multihull is little good if it's not appreciably faster than a comparable monohull.'' Well as his Tangaroa Mark I in one account averaged 9.3km for 24 hours which is 1.75/WLL speed. In another account the boat sailed at 16 knots which is 3/WLL speed; and when you consider that if a monohull averages 1.5 of /WLL, then it is a suitable entry for a Sail Book giving record ship speeds. Most good, high cost, high performance monohulls are happy with average speeds of 1.3/WLL, so the 23 year old design IAORANA was appreciably faster than a good monohull.

However, the Tangaroa Mark I was not designed to blast across oceans. In the 1950's and early 1960's in European society there was for the average people in work not a large surplus of money left over after paying the weekly food, clothes and accommodation bills. There was *not* a large increase in house values to give an increased surplus. There were *no* quick, easy credit facilities to buy new boats. The Tangaroa Mark I was designed for sea dreaming would-be sailors who were caught in a ready cash problem. If they were willing to spend time and labour self building they would have a chance to enjoy the sea in the way I had for the previous 10 years. For at all times labour is the major part of a boat cost.

In this I succeeded and gave in addition a driving sailor like Wolfgang Wappl a sizeable speed increase over the monohull keel yacht. Now, as designers with years of experience, we are able to design our newer designs giving average speeds, if pushed, of 2–3, perhaps 3½/WLL. I do not think that the owners of our new designs are going to be two or three times happieer than the early Wharram owners because the boats sail faster.

There are a lot of cruising catamaran speed claims around at the moment, chiefly from ex trimaran designers who, after trying for years to equal the wild claims of the great Arthur Piver with reference to his 30 foot NIMBLE's in 1961: ''30 knots possible, sleeps 6, goes to windward in a force 9'', have given up and discovered the superiority of the catamaran designs. Unfortunately, they are holding onto the Arthur Piver dreams of speed, windward performance and accommodation that failed on the 30 to 40 foot cruising trimarans and claiming it for their new, often untried, catamaran designs.

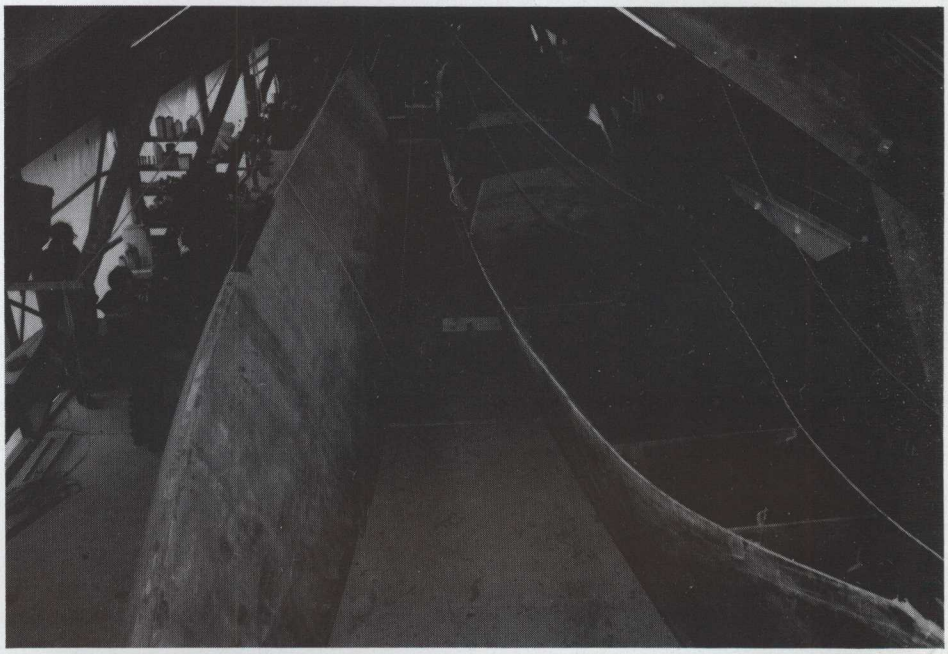
So reader, do not despair if your old classic design does not appear to match the latest speed claims of new catamaran designs. Wolfgang Wappl has shown that the classic hull form has speed potential. Unfortunately, to achieve it you have to spend time and money, time on streamlining the underwater section around the skeg and rudder, time on a daggerboard, time on widening the overall hull beam. Then you have to buy expensive high masts, sails, winches and sheeting arrangements, which add up to the question: is it worth it? Well, that is a philosophical question, not a design question, I leave you, the reader, to make your own decision.

## JIM'S DECISION

*The hulls of James' new PAHI, the 63 foot GAIA, being turned in the Devoran Workshop ready for fitting the flexispace interiors and decking.*

*Each hull was supported by two rope strops which passed through large blocks fixed to the roof structure via a tackle and jockey winch.*

*The hulls were lifted clear off the ground using the winch and then twisted around in the strops using ropes from the keel and gunwhale.*



# The Sea People/SAILORMAN

The Magazine of the Polynesian Catamaran Association


**contents:**


## Coastal Trekking

Swallows and Amazons
by Bill Gardam (TIKI ROA 26) **4**

Bridge, a game to avoid
by Gene Perry (TIKI 21) 6

Surfing a HINEMOA
by Phill & Susie Smith 7

## Coastal Cruising

The Bay of Biscay, single handed
by Eddie Edwards (TANGAROA MkIV) **8**

Escape Route
by John Heath (TANGAROA MkIV) 10

Shipborne Lotus eaters
by John Heath 12

## Ocean Cruising

Circumnavigators Report
by Wolfgang Wappl (TANGAROA MkI) **14**

James Wharram's comments 14

Cruising with a coastal trekker
by André Viljoen (TIKI ROA 26) 16

ORO Pelijo reaches Gambia
by Juliet Exley and Mark Ashlon 17

## Engines

Outboard motor installation for a HINEMOA
by Phill Smith **18**

TANE engine installation
by John Chitty 19

## What's New!?

Marine Insurance
by Bev Underwood **20**

TIKI 31 Model 20

Parachute Anchorage System
by Charles Wrigglesworth 21

Scarf box
by Tim Hunt 21

Which Plywood?
by P. Wood 21

NEWS FROM SEA PEOPLE **22**

## Dolphins

News from Caroline Tombs and Wade Doak **27**

## Editors Note

and Stop Press **32**


*Cover Photo:*
*TIKI ROA "Anna Blume" during 1988 Falmouth Mini Meeting*
Photo: H. Boon


*The Sea People has been edited by a group of Sea People: André Viljoen assisted by Katrina Bryant, Joke Snel, Ruth Wharram*



**Secretarial and Editorial Address**
Foss Quay
Millbrook
Torpoint PL10 1EN
U.K.



Chairman : Robin Fautley
Secretary : Sandy Turner
Treasurer : Andrew Beard
Copyright : 1988 by Sea People /Sailorman

# Swallows and Amazons

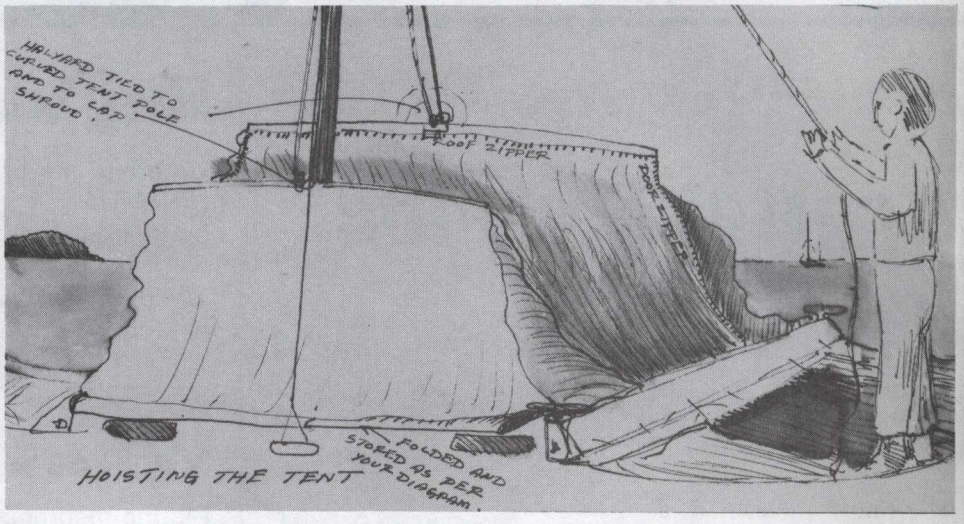
by BILL GARDAM

*Bill Gardam and family use their TIKIROA 'Amazon' just as the designers intended. It is interesting to compare their comments with my own, following on Wolfgang Wappl's article. 'Amazon' is now for sale as the Gardams plan to build a longer PAHI for the ''real south seas''.*

This last winter our family went south for five months in search of adventure and tropical islands. We towed our newly-built TIKI-ROA 26, *''Amazon''* behind our station wagon for thousands of miles, from the west coast of Canada to Florida and home again via Mexico. We sailed our little boat in Florida waters and all through the Bahamas, with a quick cruise in the Sea of Cortez.

As I write this, it is almost a year since our departure and we have had a while to reflect on and absorb the experience. We have photos, a journal, souvenirs and my sketch book to recreate the day-to-day experiences – night crossings, with their moonlight anxieties and uplifting dawns; deserted cays with the crash of Atlantic waves on barrier reefs and the rattle of wind in the palms – a million vivid experiences which have left us all a little different from what we were before.

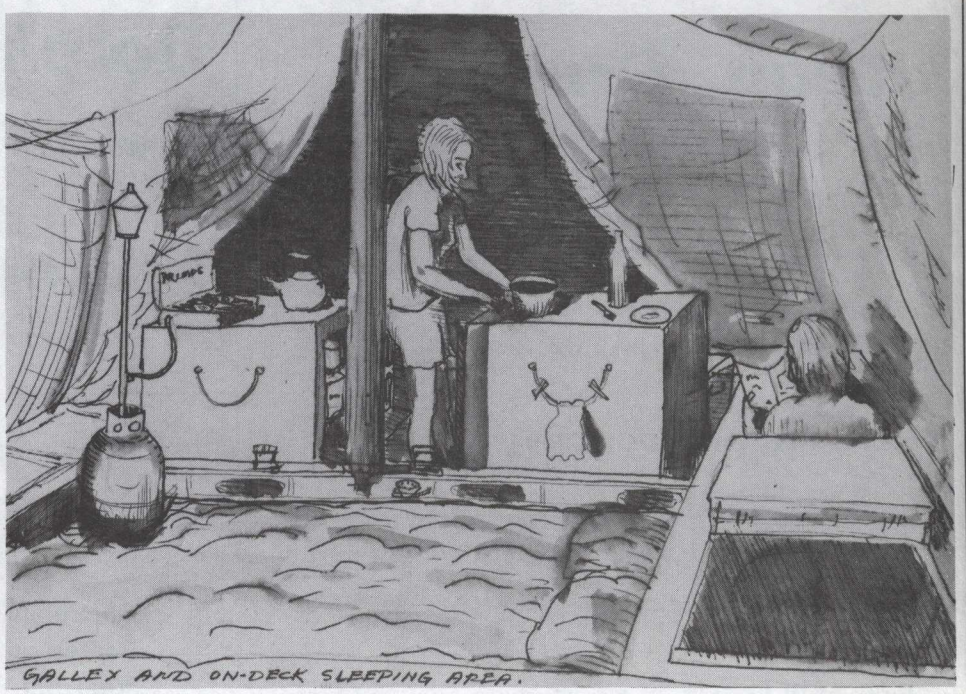
I suspect that the experiences we had had something to do with our family's background and our choice of boat and destination. We brought our girls up on Arthur Ransome's *Swallow's and Amazons* series of adventure stories and other books like *Kon-Tiki*. Heather and I had adventured in the Caribbean and South America in our pre-children days. Since moving to Saltspring Island we have ocean-canoed and camped among the Gulf Islands and built a twenty-foot dory to continue the same style of adventure with our three girls. We have valued the simplicity and closeness to the natural world that these light, shallow-draught boats can give. Many times, as we threaded our way through some reefs to spend the night on some little islet, we have watched the big yachts sail past to the marina at the head of the bay and shaken our heads. Although some part of us envied all that luxury, we were quite happy with our little scrap of shell beach and a wide and starry sky.




*Hoisting the Tent*

This was our background when, last spring, we decided to borrow some money, build a boat and go on a tropical adventure the next winter. Our choice of the TIKI-ROA 26 was the end result of a long list of our special requirements. Essentially, it was the lightest and largest boat for trailering comfortably and yet the smallest we felt could handle five people for extensive inter-island cruising. We were accustomed to

*Galley and on-deck sleeping area*



open boats and camping so this design was a ''step-up'' in luxury for us. It was a large, safe, fast, shallow-draught and elegant camping platform.

We decided to have our TIKI-ROA professionally built because time was running short. Although the builder tore his hair from time to time, he was generally pleased with the plans and we finished the boat in time to put it on a flat bed trailer and set off south with winter snapping at our heals. Our travels across America are a whole other story.

Two weeks later we were making final purchases and then launching for the first time near Tampa on the west coast of Florida. We chose to launch with the hulls strapped in their trailer mode, side by side, with two eight foot long four-by-fours lashed in place of the main beams. With some cooking oil to grease the ways, she slid off with no problems. We then drew her into the shallow, sandy beach and, with the builder's plywood vee-braces slipped under the hulls to support them and the netting beams lashed at one end only, we slowly slid the hulls apart and proceeded with the assembly, instructions in hand. What a long struggle that first assembly was, with heavy rain squalls wetting us and a horde of curious onlookers embarassing us! Finally we lashed the two big camping boxes on the foredeck and headed south down the coast.

For the next two weeks we sailed south, then west through the Okeechobee Waterway, getting accustomed to our boat and working out a new mode of living. Our big Sears tent that we had cut and adapted went up with the halyards every evening when we stopped beside a variety of mangrove cays and river banks. As Heather cooked a meal over the propane stove (with a folding oven she even cooked our bread), the girls did their schoolwork by propane lantern and I planned our next days' voyage with the cruising guide. After supper we would read a chapter of one of the girls' school stories and the girls would retire to their bunks (half a hull each). Heather and I would slide a piece of plywood over the outboard motor hole and lay out our sleeping gear. Really very civilized!

This ''breaking-in'' period took us across Florida by canal and, finally, to West Palm Beach which was going to be our jumping-off point for the Bahamas.

The forty miles across the Gulf Stream, which looked so insignificant on a map, now gave us our first great tests. After a couple of days of preparation we set off one evening with a light westerly wind. It veered to the northwest and increased during the night, but *'Amazon'*, under staysail, ran before it in steep seas (wind against current) without shipping a drop. Dawn brought us to West End, Bahamas, tired, exhilerated and very pleased with our little boat.

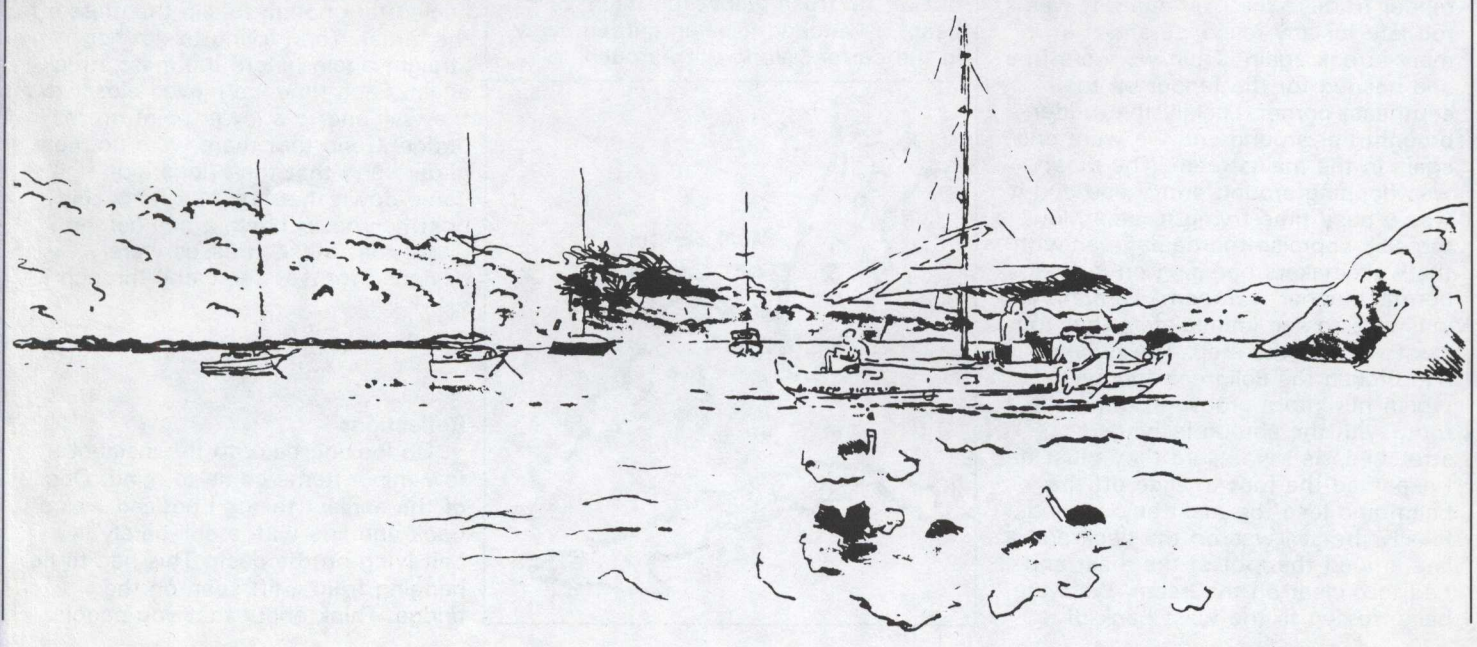
We spent two months in the Bahamas and covered a lot of territory. Rather than give you a list of courses sailed, ports visited and adventures experienced, I'd like to describe some of the special experiences that our catamaran gave us.

We admired those yachtsmen with deep hulls and expensive boats – on those shallow banks they had to be skilful and watch the channels and tides. We, on the other hand, could go anywhere we liked across the shallow banks! Evenings found us seeking shelter from wind and wave in a great variety of places – mangrove swamps, shallow bays, creeks, rocky islets. We became good at anchoring with two anchors out and one or two lines ashore. It was this intimate contact with the out-of-the-way corners that distinguished us from most of the other cruising people, who tended to crowd together in the few deeper anchorages. We regularly spent the night high and dry on a beach, and this access to the land vastly increased our living space. Our ability to creep into little bays and creeks meant that we could find storm shelters that were not accessible to others. During a windy day and night in Nassau, we simply slipped around in the sheltered lees of Paradise Island as the wind worked its way from west to north east.

There were some times when the best shelter we could find was inadequate for our large tent/cabin. The flapping of the tent and the strain on our anchor lines necessitated some midnight stowing – shades of squarerigger days on the yardarms! We adjusted to the idea of taking the tent down at bedtime and sleeping under a tarpaulin. Sometimes we had a cloud of stars above the masthead and sometimes raindrops crashed on the tarp pulled over our heads.

The constant grind of living so exposed to wind and weather wore us down at first but we soon reached a point where it began to sharpen our awareness of the world around us, of which we had become so much a part. This was the most subtle and yet the most meaningful feeling we all had on the voyage and it permeated all that we experienced.

Our final day, returning to Florida from Gun Cay in the Bahamas, was a memorable one. Eighty miles with wind wave and Gulf Stream pushing us in one long, glorious rush between dawn and dusk. The two months since we had crossed in the opposite direction seemed both an age ago and just a few minutes. Perhaps we had stepped out of the world of time and accomplishments and had just *lived*.



## BRIDGE, A GAME TO AVOID

**by Gene Perry**

*Gene Perry sails a TIKI 21 'Pahliuli' from North Palm Beach, Florida. He had at last begun a long planned trip, sailing South to Miami. The purpose in part was to meet Tom Miliano (U.S. Wharram agent) and match race with Toms HINEMOA 'Two Rights'.*

*After an idylic day sail to Fort Lauderdale Gene set out for Miami using the Intra Coastal water and to play the bridge game.*

''Game'' Hell!! That is no game. Not single handed. Two bridges passed and, the next bridge came quite quickly so before I started the engine I tried to raise the tender with the radio. No response, so signalled with the horn. The bridge came up and another tall boat was ahead of us, the channel was narrow and increased the speed of the current with which we were running. Good wind and good current made the engine kick up again so I shut it down. When the boat ahead cleared the bridge I saw it start to come down. I was sure they could see me and had heard my signal so felt that they were letting it part way down to save time. We only needed a few feet. It was too late for me to change course as I had no place to go anyway. With the current it would not have helped to head up. I signalled with five short blasts, the west span settled down but the east span stopped. It looked like it had stopped for us and that we would clear at the centre, close but clear. Just as the mast reached the bridge the span dropped again and the masthead light hit and rained red, green and white glass all over the deck. The starboard hull came up high then dropped and the mast struck again, this time farther down the mast and the hull came up again.

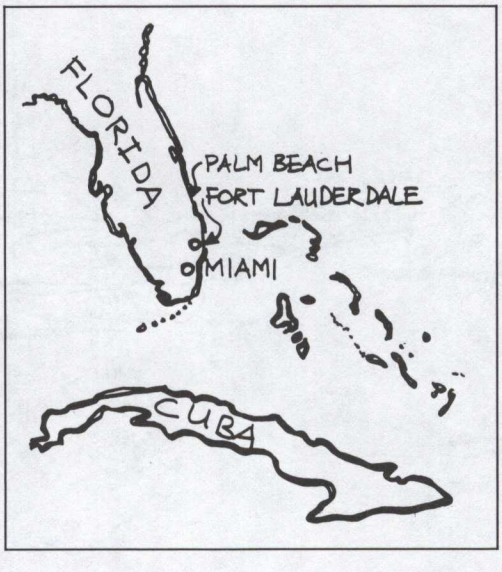
A man on a barge docked just north of the bridge yelled for the tender to raise the east span. It was too late for any response and the mast struck again. Then we were free and headed for the fender on the southeast corner. Luckily the rudder brought her around and we were once again in the mainstream. The mast was flopping around pretty bad and it was a busy time trying to steer, lower the sail, appraise the damage all with the wakemakers parading on in their normal manner. *Varooom! Varoom!* I was able to see immediately that the mast was off the step. The twisting had broken the solid oak tongue which fits into a groove in the mast foot. With the shroud lashings stretched, as I was sure they must be, I expected the foot to slide off the beam and lose the mast any second. Finally the sail was on the deck and a line around the foot of the mast and tied to a cleat on the beam. We were being forced to the west bank of

*'PAHLIULI', Lake Worth North Palm Beach*

mangroves by wind and wakes but I was able to get some good shock cords on the shrouds to tighten them and to dampen the mast gyrations by steering with one foot on the tiller bar and reaching around the deck for what I needed.

Just then a very kind sailorman and his lady came close enough to offer help. I was so busy at the time that I couldn't really accept their help without feeling that I might get them messed up too. For one thing my mast could have fallen on their beautiful boat.

I still wish to thank them as they are the only offer we had except for a commercial tow vessel which I also doubted could help much at that moment. I didn't dare to stop working to throw a line or anything until the mast was secured. Just after they were both gone we became hung up on a mangrove deadfall which was mostly submerged but with projections above water a foot or more and three to five inches in diameter. One of these caught on the forward beam, then the trampoline and then knocked the dolphin striker out of the truss below the main beam. I watched it being carried away in the current along with a cushion




which blew off the deck. Now the boat was being picked up by the wakes and dropped on the roots. I attempted to stand on the roots and help lift and push the boat off. Finally, with what I thought was my last bit of strength the boat came free and headed deeper into a cove in the mangroves where the water was shallow enough for met to stand on the bottom. I held the boat while walking with an anchor toward open water. Once the anchor was set I finally had a chance to rest and retrieve the dolphin striker which I found hung up in the mangroves four feet above the water. The *''Boat U.S.''* cushion is still there. It was too far in and too hight up to try and get it. After a few minutes rest I began trying to motor to the anchor, pick it up and get underway.

Three times the anchor caught on a root and we did a ''Ring around the rosy.'' Three times I reset the anchor when there was a lull in the parade of monsters and finally we were free and running south again. To add insult to injury, we hadn't gone a hundred yards when around a slight bend the west bank became a sandy beach. Too late, I actually laughed and settled back for some refreshments. By now I felt my dues paid.

The extent of the actual damage was not great. This is partly due to the type of craft she is. A light catamaran designed very well and strongly built. Thank you, Jack Spoering. A heavy boat would surely have lost or badly damaged it's mast. To sail again we reset with screws and epoxy, the mast step tongue, the shroud cleat at the top of the mast, replaced the dolphin striker and one beam block and tightened up the lashings on the forward beam. There really must have been some tremendous twisting forces on the vessel while under the bridge.

I remember mostly watching the starboard hull come up as the mast was caught on the bridge girders. Three times it hit and held until heeled far enough to slip the mast off the girder. Then trying to get her straight again before the mast struck again. Each time we moved closer to the wall and to a lower point on the bridge. Good that there were no more girders and that the bridge didn't come down that last few feet. This boat has never flown a hull before. I doubt that these stresses were designed for, yet she came through it well.

**Reflections**

On looking back to the incident a few minor items come to mind. One of the earliest things I noticed was a hook and line with a still barely live bait lying on the deck. This had to be hanging from a lift span on the bridge. Think about that you people

that are moving fast under bridges. When Tom was helping me put *'Pahliuli'* to bed he handed me a thermos asking me ''What the hell is this?'' A two quart thermos in a milk basket on deck had a rusty piece of 1" x 2" 10" channel iron sticking through the top. It had to have come off the bridge but had no evidence of having been attached in any way. No broken welds or bolts and very rusty all over. Irony of Ironies, this piece of steel became an emergency substitute dolphin striker just three weeks later at Soldier Key. It became very choppy with a strong wind over the bay while making a weekend trip with B.J., my ten year old son. Suddenly the mast became wobbly and it was discovered that the striker socket was cracked, the lanyards were loose and the striker was missing. Apparently something we missed earlier. The item that could have cracked someone's skull as it did a thermos, became the answer to another fine day of sailing on our beat back from diving and fishing at Soldier Key. We dared not have sailed without it. It had been kept as a souvenir of the bridge accident.

---

## Surfing a Hinemoa in New Zealand by Phil & Susie Smith

*(See Engines section for more details)*

We have had a great summer here and we have used our Hinemoa *''Surfari''* 32 times in the last 6 months including countless groundings (most of them intentional) and a very close call with a keeler. Most of the winter trips have been made on firewood and pine cone expeditions to Matakana Island, a mile from our mooring across the Tauranga Harbour Entrance. Most of these short trips are done under power alone, since the entrance floods at six knots and ebbs at eight or nine, but a five horsepower long shaft Mariner outboard has always got us through, even with up to 20 three foot lengths of pine log and half a dozen sacks of pine cones on board.

I see you mentioned about us coming through five foot surf with 14 on board. This was correct but I feel the need to elucidate a little to obviate possible emulation by other readers.

For a start, it was a *safe* surf with long rollers that form up slowly and crumble as they break, all the way in to the shore. Three of the group were scuba divers in wetsuits, the four other males were surfers in shorts, while the rest of the crew were young ladies in bikinis, all of them good swimmers (and screamers!!)

Before we got near the surfline I instructed them all to move toward the back of the boat once the swell rose up behind us, which they did, rather more enthusiastically than I had intended.

Through the tangle of arms and legs I could see the front half of each hull move out over two feet of fresh air. At the same time, whitewater came foaming up through the deck and up as high as (but not over) the gunwales amidships.

Then we took off like a bar of soap down the side of a bathtub. The boat was rock solid on rails as the smooth sandy bottom came up to meet us and everyone jumped off.

**Getting in is the easy part in beaching**

Next you've got to turn the boat around. The good thing about a Hinemoa is that two can easily turn her round in knee-deep water. Anything bigger than a Tanenui would be a real handful, I would imagine, and it's possible owners of the bigger Wharram boats would never come ashore in surf without the skilful use of anchors, except in a real emergency, due to the need to point the ship back out to sea again.

Going back out through shoulder-high surf can be character-forming. Once we dropped off the passengers, two of us waded the boat out and waited for a lull between the sets. Then we jumped on and gave her the gun.

Getting hit by waves in the shallows can push you back on to your rudders, and if the wave pushes your bows round a bit you don't have much time (or steerage) to get straight before the next wave hits.

The potential for disaster seems much greater going out than coming in and I would suggest that five feet may be the maximum size beach surf a Hinemoa can handle in a purely recreational sense. Emergencies are another thing.

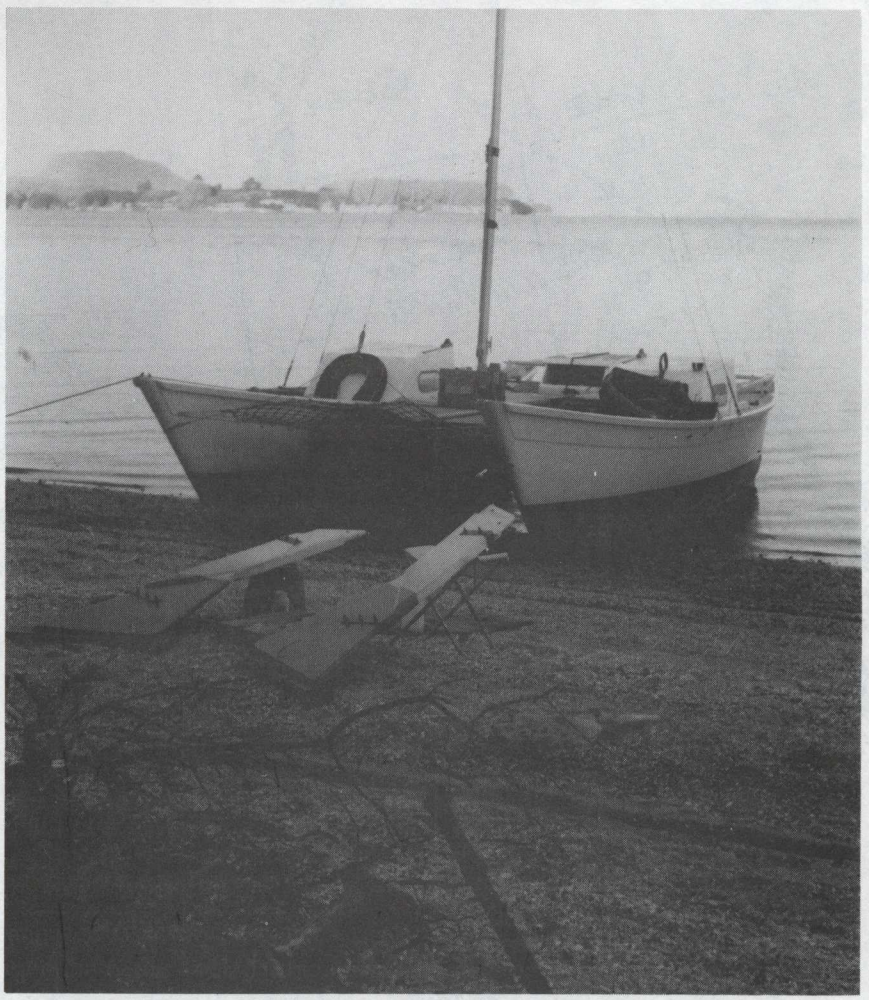
Because of the deep dory-style hulls of the boat we took little water on the deck going up the waves and through the crests. The major inconvenience was in slamming from a seemingly great height into the trough on the other side.

Hanging on tight is the answer.

I would stress the importance of local knowledge in beaching a catamaran, plus the ability to ''read'' the surf from behind. Five foot rollers are quite safe, whereas a three foot wave that breaks top-to-bottom on a shallow bar could cause expensive cracking noises.

Once you're in the surf zone it's too late to change your mind. If you're not square on when the first swell hits you then things could quickly become uncomfortable.

This summer we hope to gain more surf skills in *''Surfari''*, in preparation for the warming of our climate and the rising of the sea level (due to the degeneration of the ozone layer caused by chloroflurocarbons) and the time when being Sea People will become more of a full time lifestyle than it is now.



*Phil and Susie Smith's HINEMOA 'Surfari' at rest.* Photo: P. Smith

# Coastal Cruising

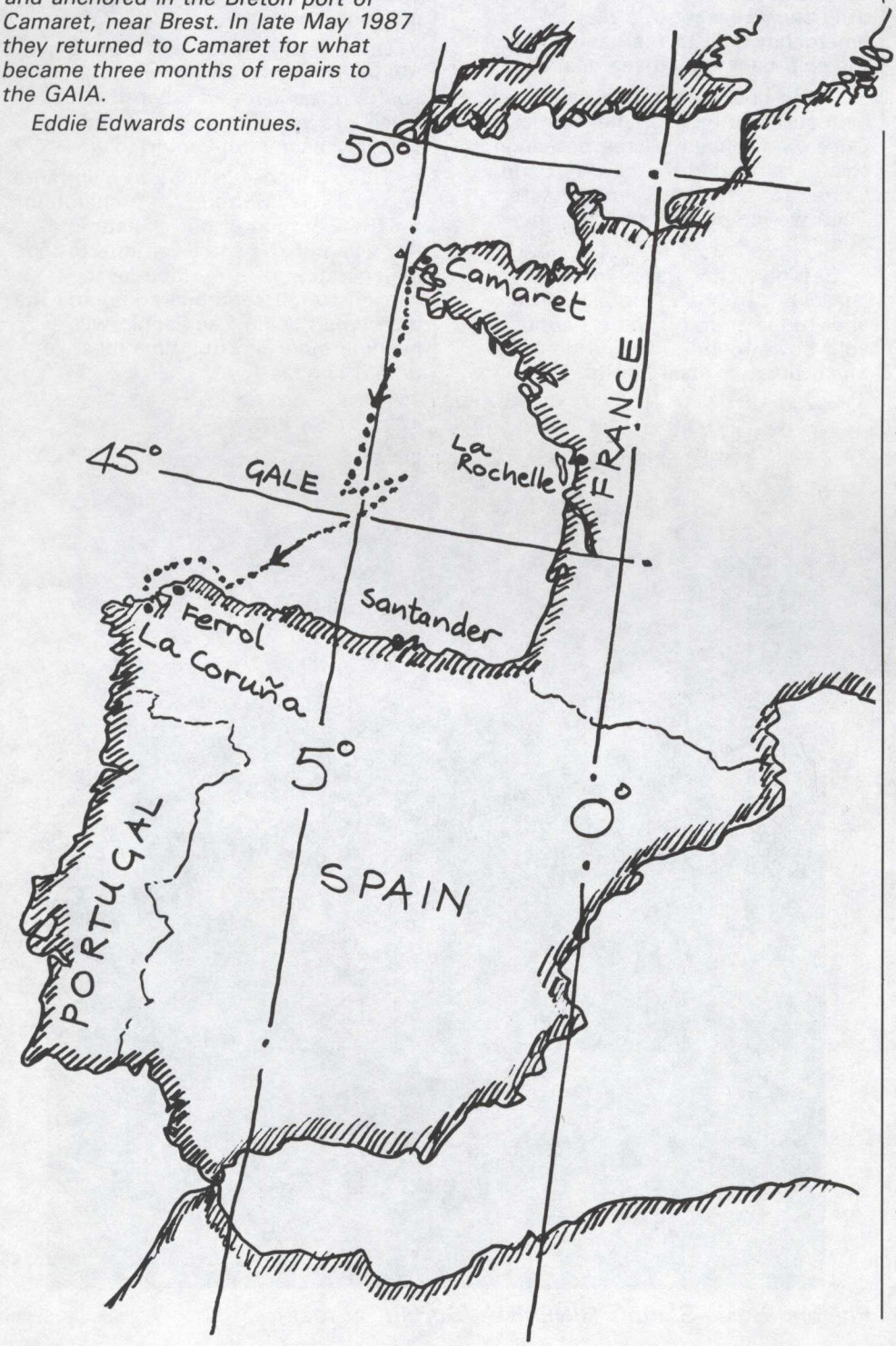
## EDDIE EDWARDS CROSSES THE BAY OF BISCAY SINGLE HANDED

*This is a tale of real determination, see the Seapeople No. 8 for an account of Eddie Edwards and familys' first cruise in GAIA a TANGAROA MkIV. This journey ended in near disaster, when in a storm off the coast of Brittany a frightened crew signalled Mayday to a passing Spanish ship, this all happened in 1986.*

*Eddie and family spent the winter of 1986/1987 in the U.K. working and saving, while the GAIA was moored and anchored in the Breton port of Camaret, near Brest. In late May 1987 they returned to Camaret for what became three months of repairs to the GAIA.*

*Eddie Edwards continues.*

It turned out that on the port hull on the outside at deck level the planking had lifted just enough to split the sheathing (I think this must have been damaged when we were alongside the *''Ana Panda''* the Spanish boat that ''rescued'' us) another blow. This was now the night of the summer solstice and a beautiful warm sunny day, Yet here was I ripping out Wet Ply. I plodded on and thankfully it was only about 15 feet the first and second stringers. Then came the waiting for the sheer stringers and the packing pieces to dry, as they were soaking wet. More frustration. Still after a fortnight I was satisfied that the wood was dry enough to glue the new plank in. Well almost ready to go I thought, wait a minute the wheels a bit wobbly. Check the cockpit! Oh no, more ply coming away like sawdust almost in tears at this stage, check the beams and around the cockpit and to boot rainwater has seeped behind the ply into them, so another frantic day pulling out wet ply and nails. I found a little rot in the centre of the 3rd beam but well not enough to do anything about at this stage. Time was passing steadily on and our money was getting short so I had to get moving. Well I repaired the cockpit with some scrap-timber and bolts and at last it seemed strong enough though a little crude and rough, it works though. By now August had arrived and so had my mother-in-law for a holiday and of course she brought the rainy weather back with her but at last we were ready to go out for a sail again after 10 months since our disastrous experience, so wife, children and mother-in-law off we went. As good as ever she was sailing again hurrah!! Of course the weather still wasn't good if it wasn't fog it was terrific onshore winds. Well now the time was coming for me to decide when to leave, should I go alone? I couldn't find anyone else to come I even had a reporter from the local paper ''Ouest France'' give me a really nice write-up and inviting anyone that would like to experience a Biscay crossing to come forward. Unfortunately (or fortunately) no takers, so I provisioned the boat, decided to leave the painting until we got to Spain or Portugal and anxiously waited for a reasonable forecast. The winds had been blowing more or less Northerlies over Biscay for weeks now and so finally on 14th August I plucked up the courage, kissed and hugged the children and Chrissie and Lillian and rowed out in the dinghy. My boy Jai really wanted to come with me, it was so hard trying to explain the reasons why I couldn't take him that it was much better for me to go it alone, such is the utter trust of children. I cried as I rowed out to GAIA and thought ''Eddie you're a crazy fool!'' No motor, no radio, but I knew I had to do it and somehow, whatever would happen it would be OK. Dinghy on board, a warm sunny day, up sails and up anchor, look over onto the beach for family, don't see them and head out to sea. Well I just round the headland and the wind dies on me, for three hours I'm becalmed not more than a mile or two from some very big rocks. A good excuse



to turn back me thinks, no wind, it's mid afternoon and at last a breeze sets in and the sails fill and gently we set off. It was late evening before we arrived at the Armen Lighthouse off the western point of the Ille-de-Seine and so with a 2–3 N.E. wind we were off. Destination La Conuna, it was a brilliant nights sailing. With the sky full of stars, a warm wind highlighted by some magnificent shooting stars. A long dawn heralded another fine day and after breakfast set about rigging up the sheet to tiller self-steering and yes it works great. There she was creaming along 5–6 knots on a broad reach steady as a bird sailing herself. I was happy, no worries, I slept, sunbathed, did yoga, played flute, this was the life, all day and all night she went beautifully. Next day still with N.E. winds but a little hazy and slowly dropping Barometer. I got my sextant back into use again a little rusty but without any distractions soon were getting reasonable fixes. Well the second evening was very hazy and whats that up ahead? Very dark clouds hanging thick due south and lightning belching out of them. Oh! Oh! so passed a rather anxious night with minimum sail set and the next day hardly any wind but the weirdest and most ominous looking clouds around, and then fork lightning all around me and thunder like bombs all around. Now I was a bit scared, took my watch off even and wouldn't handle a knife or fork, but even so there was something that awed me by the might and majesty of nature and her extremes such as this. As the sky darkened and the storm passed overhead, the thunder booming like cannons it passed and passed, no wind, didn't seem anything to worry about so stayed below had a drink and a biscuit, hadn't seen much sea life, not a dolphin or anything. I was alone but unafraid. After the storm passed I heard the chugging of a motor, opened the hatch and saw a French monohull heading North. He stopped and told me that according to the latest weather information tomorrow would bring clearer skies and light Easterlies. Ah well! at least I can catch up on some sleep I thought. Well I awoke in the early hours shortly after dawn to find a westerly wind had blown up during the night and we were being pushed into the bay, so set a course of S.W. but with a rising Baro. the wind is rising too! (a cold front) no sun, the sky full of cumulo-stratus. Oh Oh! again. Another chug of a motor and a fishing boat passes by. Wave my arms and its a Spanish trawler. By now the wind is blowing F6W and with a bit of luck and patience manage to get a position check from our friendly Spaniard (W6°4′ N45°18′). Well the wind increases up to Gale force, thankfully I reefed down in time and I end taking the wind and waves on the quarter with three reefs in the main and a reefed staysail. There's a lot of pounding and the boat lifts at some acute angle, as the waves gather. I have no choice to run before it, I just couldn't believe that here I was again on my tod in Biscay in another Gale. I just had to cope. The warps are ready and I'm sorely tempted to drop them over the stern. My concern was how long would the blow last? As I was being embayed further still, set a course for Santander? or La Rochelle? I thought, decide on LaRochelle, but by about midnight the winds start lessening and after a few hours drops altogether, and so in some pretty lumpy seas I hove-to for the night and went to bed. Woke up in sunshine, becalmed, and as the morning drew on, a light S.S.E. breeze set in. Well as the day sets and I get a fix I find I haven't been pushed Westward as far as I had imagined. So decided to continue to Spain, but hardly any wind, but I have a lovely swallow for a companion now. He flies in and out of the cabins and is quite friendly. Also see a solitary Pilot Whale and later in the day a small school of Porpoises but they soon disappear. Just keep heading S.W. I say to myself. It is so quiet and peaceful at this time, even ones own thoughts kind of distant, this rare and beautiful ambience that exists here. I play my flute and saxophone and feel good. The Spanish coast is not too far away now and so keep a constant check in the distance. The wind has picked up to 2–3 S.E. and the boat is self-steering again, alas as the night wears on the wind dies altogether. I'm aiming to make a landing at one of the Rias west of Ribadeo and start looking for the light house at the Pta de la Estaca. I check and check, nothing, surely I'm close, was my noon sight right? I'm thinking. Just then about 03.30 on the 6th day out, two lights flashing, is it really? check again. Just about losely make them out dead ahead bang on course. But of course the fog comes thick and fast and not a drop of wind oh no!. I keep thinking, so near yet so far. I go and sleep for a while until dawn breaks, and now I hear it – a fog signal. Check in the chart, siren Mo.B. whats this, check in the signals and ABBV sound signal morse code B. Strain my ears and sure enought its there, but where? The fog is thick less than 50 metres. A catamaran comes ghosting by across my bow, barely 100 feet away, I think its a Prout Ocean Ranger. We wave, but I'm anxious particularly as the Barometer is dropping and the wind starts to pick up from the S.W. Put Yankee and Jib up. Just keep heading for foghorn I say to myself. Well a gust drops down from the mountains I presume, and the boat darts forward at about 8–9 knots. Just at this moment the clouds break to reveal a masive rock dead ahead not more than 200 metres away. I turn the tiller hard over and the boat bears away just in time. If the sun hadn't have come through then I would have been on the rock (the Cabor de bases). Fright over and gradually the sun appears as the wind freshens and by mid morning visibility had improved enough to show me the entrance to the Ria Del Banquero (River of Ships) and so decide to make a landing here. Oh Boy! what a magnificent place. This part of Spain is so beautiful with mountains and wooded slopes, sandy beaches and crystal clear water and the smell of eucalyptus as I went up the Ria. Of course the wind died as I tried to go up river and so anchored off a small beach near a tiny smelly holiday village just near the entrance to the Rio. We made it, I couldn't believe it, but here we were in Spain.

Well now I'm in Corunna at the Yacht club and its blowing like hell outside, but I'm very happy to be here. Corunna is a good city but the Anchorage is very exposed., but its free here and the yacht club has good facilties. I have to leave the boat here, hopefully somewhere a bit more sheltered while I go back up to Camaret and drive the family down. I have a lift back in a French monohull in a few days time. I knew the boat could get me here safe and sound. Only complaints I have are the noise level below, but I suppose one gets well used to it. Where do we go from here? Who knows. I want to continue sailing, but I hope Chrissie and the children wish to do the same. We can but try. I can thoroughly recommend the Rias of N.W. Spain for those who wish to trail-sail, they are so beautiful and unspoilt and ideal for small trailerable cats, only problem may be the road from Santander may be a bit dodgy. Spanish lorries are a bit haywire at the best of times, but definitely worth the effort. It's a bit like a mixture of Switzerland and the Med., a perfect combination. We intent to head further on down south and shall probably winter on Culatra or maybe sail to Maderia or the Canaries – who knows.

**The winter of 1987/88 was spent in a small fishing village in the Ria Ares near to Ferrol. Bad weather and storms prevented an early departure, and Eddie earned his keep busking with his saxophone in Ferrol of Galicia. He says this part of Spain is very beautiful.**

We've been adopted by the locals and a day doesn't pass by without fruit, vegetables or winter clothing being bought to us. James will be pleased to know that even though Spain has now moved into the 20th century the peoples kindness and friendliness has remained unspoilt.

# Escape Route

**BY JOHN HEATH**

I am writing this piece in part as encouragement to other people who may be contemplating either building a polycat or having built one, sailing away from their native shores, perhaps for ever. Where did it begin? Soon after I met Gill it became clear that we were kindred spirits. It was when she asked if I had ever considered chucking everything up and just travelling that I realised how much we shared the same aspirations. At the time I was divorced and looking after my 3 daughters, so such adventures were out for the time being. In the fullness of time as each daughter reached adolescence we began to see the end of the child rearing tunnel and all the old dissatisfactions began to creep back and with them our search for an escape route.

The crunch came one day in August 1978. We were sitting on a beach, before us the Mediterranean, to our right the Pyrenees. Yachts, were sailing along this coast from Spain to France and Jill idly said, ''It must be nice to live on a boat and travel''.

For the rest of the afternoon I was strangely silent and after doing bits of arithmatic in the sand I told her that we could.

''Could what?', she said.

''Could live on a boat etc., etc. . .''.

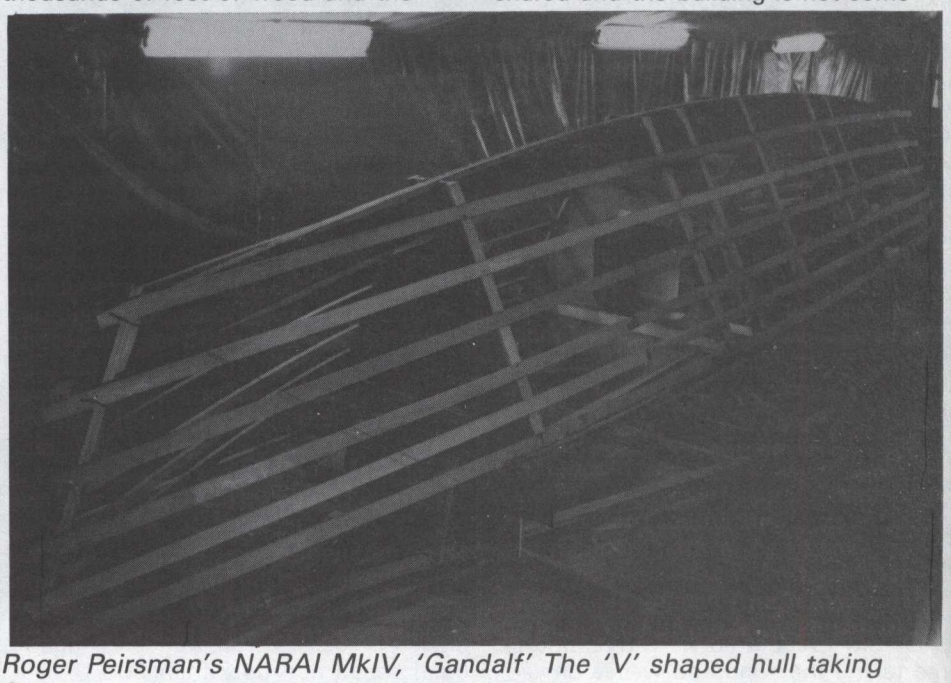
The rest of the holiday was spent in intensive discussion at the end of it we returned home determined on the direction our lives would take. There were a few minor snags. Apart from a boyhood enthusiasm for sailing boats – more Captain Hornblower than Bernard Moitessier – our total knowledge was pretty slim. Neither of us knew how to sail either. But my youngest daughter would not be flying the nest for at least 5 years so we had time to save, buy and learn.

I am the researcher in our family so that upon our return to England I immediately set about reading everything I could find in the library about yachts. In a surprisingly short time we had decided that a catamaran made more sense if it was to be a long term home. I still worry about people who wobble around the seas on one hull. So by about October of that same year we were committed to the idea that we would become cruising sailors, living full time on a catamaran. Which catamaran? How much did they cost?

Back to the library where I discovered the AYRS 'Cruising Catamarans' publication and in that Jim's contributions about the original Tangaroa and Tehini. Although supremely ignorant of the sea and its ways and of boats upon it there was in these contributions an element that struck a response within me. The emphasis on simplicity and low cost and the importance of natural, familiar materials in an alien environment all made sense and I was convinced that this was for us. Gill was less convinced. The problem was that I had been the one that did all the reading but in recounting my researches to Gill a certain element was lost in the translation. I could see the mild alarm as I talked of two narrow V shaped hulls connected by a wide flat deck. During this period (winter 78/79) we were haunting boatyards and marinas simply to look at boats and try to make sense of the whole thing. One day we visited Sandwich and Kelsall's yard and there on the grass was this enormous catamaran. Narrow V shaped hulls etc. etc. I was sure it was a Wharram. I spoke to the man working on it and sure enough it was an Oro. Like every Wharram owner I have ever met he was happy to show us his boat and 2 hours later we left both convinced that a smaller version was exactly right for us and that we should build our own.

After the usual period with study plans we decided on the Tangaroa MkIV. Then began the frustration of trying to get the plans from Ireland despite an apparently endless postal strike there. Finally they arrived, the bank manager had agreed to lend us money, the wood and ply was bought in one go (the garden was full of thousands of feet of wood and the dining room table was moved out to accommodate 77 sheets of marine ply. I abandoned an M.A. course 2 weeks before the exams (who needs an history M.A. when trying to build and sail a boat?) and work commenced. That was about July 1979. One year later we had completed the first hull. Yes I know that is slow but we hadn't built a boat before and so every stage was double checked, dry assembled, checked again and then finally glued up. We also were introduced to the redoubtable Bob Evans through the PCA which we had joined almost at once. Under his careful tutelage which includes sympathy, slow explanation, heavy sarcasm and a working knowledge of most Pembrokeshire pubs we had been introduced to the mysteries of sailing and liked it. We were to return the following year for more lessons and on the basis of this enormous amount of experience the following year, saw us in the Aegean on a flotilla holiday. That represented the sum total of our experience when Yin Yang was finally taken to her permanent mooring.

I won't bore you with a blow by blow account of the building of Yin Yang. Some comments, however, may be of interest. Firstly I never once despaired of finishing her in fact I enjoyed the whole 5 year experience and my enthusiasm and obsessive attitude to the building process, I think, buoyed Gill and kept her going. Apart from the holidays mentined above all spare time was spent on building except that about 2 or 3 times a year we would take the week-end off and go away – usually to somewhere like Poole so we could look at boats. The building was shared. We are not sure now who built what on much of the boat. This not only speeds up the whole process but it also means that your committment to the completion is shared and the building is not some



*Roger Peirsman's NARAI MkIV, 'Gandalf' The 'V' shaped hull taking form*

sort of extra-curricular activity but is central to both your lives. In fact this whole philosophy was applied throughout. I made it clear that I didn't want to sail with someone who couldn't look after me and the boat if I was incapacitated in any way. I am not sure that Gill could have remained a passive observer. I am certain that our approach is the right one.

*The Mediterranean is full of couples where the husband is emulating Captain Ahab and the wife is trying to turn the boat into a replica of a semi in Surbiton.*

The people who are having a relaxed and good time seem to be the couples who have abandoned their roles and just do what needs to be done.

We took Yin Yang from the building site near Rochester down the Medway to her mooring in the summer 1984. The rest of that year we sailed her around the Thames estuary, learning to cope with tide and mud banks (there are a few we know intimately).

To backtrack somewhat I should point out that we had moved out of our house and on to a very dilapidated fishing boat that was moored next to the Yin Yang building site. The money from the sale of our house was invested and available to finance our later adventures. At the same time it was clear that if I did the right things I could become redundant and if I timed that correctly (near or after my 50th birthday) I would get early retirement. Needless to say I worked very hard for redundancy, got it and by the October of 1984 had retired (No, I couldn't believe my good fortune either).

So having had our two periods with Bob Evans, braved the Agean with a flotilla and sailed around the Thames estuary for a few months we decided that to remain in the area would just make us experts at sailing the Thames estuary and so after a winter of making Yin Yang finally ready for cruising we left our mooring in Kent on May 1st 1985. Gill wondering if May Day was a good day to leave. What happened after that has already appeared in these pages.

What can I pass on from this experience? As already mentioned share the experience of building and sailing. If your partner isn't committed to it then forget it. I keep mentioning committment, I think it is essential. We were pretty slow builders but even for the experienced it is a long process and it is easy to 'have to rest' from which you never get back to building. We worked all the time except for the breaks mentioned, even in the depths of winter there are things that can be done.

Take risks. It is so easy to play safe and finish the boat and then sail it locally and put off the final plunge for one reason or another. It is my feeling that the gods look after risk takers. When I think of the risks we took; buying £1,500 of wood and ply before we had been sailing, deciding to build a boat with only nominal DIY experience, committing ourselves to leaving work and living on the interest from the house sale (about £50 per week) when I think of this and the other gambles that followed I am at a loss as to whether we were stupid or arrogant.

*'Nzuzu' TANGAROA MkI built by Prof. K.A. Viewing of Zimbabwe; for sailing inland, 500 miles from the sea on Lake Kariba, which is almost 200 miles long.*


Jeckells

SAILTAILORS SINCE 1832

Jeckells & Sons Ltd.
Wroxham, Norwich, NR12 8UQ.
Tel: 06053 2223

Sails for Multihulls call for special design knowledge and special making skills

We at JECKELLS have been associated with the design and development of catamarans and trimarans since their appearance on the yachting scene.

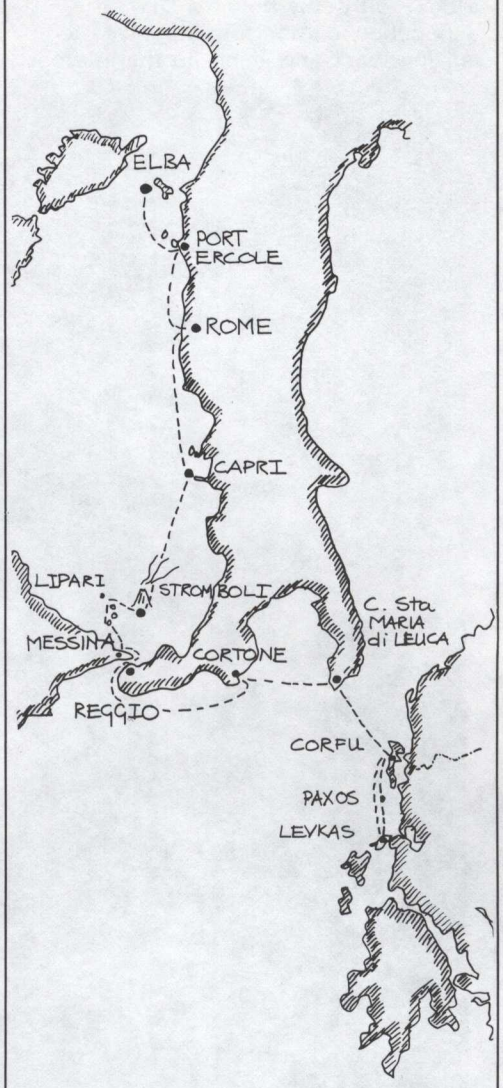
We are the recommended sailmakers for the WHARRAM range of cats, and proud of it! We are known to produce well setting, strong sails at reasonable prices for these craft.

# Ship Borne Lotus Eaters

**BY JOHN HEATH**

The last time I wrote it was to say we were leaving Elba bound for Rome. Our ultimate aim that year (1986) was to make it to Greece. Our Costituto would run out in September and we would have to leave Italy anyway. We left Elba in June and arrived in Corfu in September so it is clear that we were hardly pushing hard to get there. One of the major differences between us and many other cruising people that we meet is that they are yachtsman first wheras Gill and I are travellers first and yachts persons very much in second place. That and the fact that we are not time limited means that we can indulge our needs to explore an area at any length and simply stay where we happen to be just because we like it and there is no pressing reason to move on. In fact we have become ship borne lotus eaters. Needless to say we rarely leave a harbour unless the forecast is favourable. Our philosophy is that with all the care and caution available and even with the help of modern meteorology we will still get clobbered from time to time so let's minimise the possiblities.

Anyway we didn't have to worry about the weather in the Tyrrhenian Sea. Day after day it remained windless with an oily flat calm. We virtually motored the entire distance from Elba to the Straits of Messina. This was done in a series of short hops. Elba to Porto Ercolex, to Rome, to Capri, to the Lipari Islands, to the Straits. In that entire distance we sailed for about 2 hours in total but we saw the Palio in Sienna (2½ hour parade in medieval costume followed by 1½ minute horse race bareback around the town square – devastating!) we saw everything in Rome. We planned it like a military campaign, it seemed the only way. We also met Roberto Basili. We moored at Fumare Grande at the mouth of the




Tiber and found ourselves opposite an Oro. This was the first Wharram we had seen since we left Sete so we were pretty excited. From Roberto we received all the kindness and generosity that we have come to expect from Italians and in addition he took us for a sail. What a huge boat! Luckily that was a day with wind and she was able to perform impressively. On our return we crossed the bar into the Tiber and Gill and I who were both sitting well forward on the boat thought that it increased speed suddenly. After mooring Roberto confessed that she had hit 19 knots at that point.

We stayed in Capri for a few days. A beautiful island with a harbour that produces a strange and quite strong wind that hits the cliffs and then revolves about the harbour. This arrives without warning and sorts out the boats whose stern anchors are poorly set. From Capri to the Lipari Islands was a tiring 53 hour plod under motor. I've mentioned our engine before. It is a single cylinder, air cooled Ducati. At the time of our Italian jaunt it was noisy, dirty and slow. It was also absolutely reliable so we constantly discussed the pros and cons of changing to something else. Now more than a year later it is cleaner, slightly quieter and just as slow and we are still discussing it. For these reasons the 53 hour trip was something of a trial. We had no log by this time and used the Dutchman's log method for DRs. We lost sight of land soon after leaving Capri and we got Stromboli dead on the nose in the early hours 2 mornings later. We were pleased to discover that we could navigate that accurately without a log and dismayed to find that Stromboli was pretty passive. In fact we weren't sure it was Stromboli and so hung around until dawn when the pathetic puffs of smoke from the island confirmed our navigation. The Lipari Islands are all to a greater or lesser extent volcanic and the strangest is Vulcano. Smelling of rotten egges with yellowy patches of sulphurous earth it is populated by people climbing into mud pools, covering themselves in white mud and then washing it off in the sea. It is said to be therapeutic. I declined the mud but I did try the sea part. You sit next to one of the holes whence the volcanic hot water is escaping into the sea. I don't know if that was therapeutic, it was certainly pretty sensual.

From the Liparis to Reggio was again a largely motoring trip until we got into the Straits when we were able to sail. We had almost forgotten how to. The Straits were gentle and no problem. This was largely because we entered on the western side at slack water neaps. The following year we came through on the eastern side and in fact virtually motored through one of the whirlpools. Although we were OK it was not difficult to see that with wind against tide in strong conditions it could be a very unpleasant experience and possibly dangerous. From Reggio to Crotone was another motoring event until we were hit by a squall in the Bay of Squalls. We saw it coming towards us as a line of white caps and so had already reduced sail when it reached us (we had at that time been trying to sail in about a 3 knot wind). The wind was on the quarter and for the first time that year we were really sailing. Down to just the staysail we were making about 6 knots and it was marvellous to see the coast approaching at a reasonable rate. At 3 knots, our usual speed under power, any landfall is imperceptible and extremely frustrating.

Crotone is one of our favourite towns in Italy. We felt we should not delay however since it was now the end of August and we soon had to leave the country. After a night's sleep we left for Gallipoli and experienced the worst passage of the year. After motoring for a few hours the wind came up about F6 on the nose and for the next 22 hours we plodded across the Gulf of Taranto. A real problem that we have experienced in the Mediterranean is the nature of the sea when beating. It is so short and steep that you are

forced to reduce canvas drastically. You therefore lose speed but if you increase canvas the motion and spray make life very miserable and you begin to fear for the boat as it crashes from wave to wave. I think this is the experience of all boats in the Med. both multi and monohull, at least most other cruising folk seem to agree with us. The added problem is that Yin Yang is a third member of the family so each shuddering thump from the sea is felt personally by Gill and I.

Finally we made it to Gallipoli, found the harbour in the dark, moored and fell into bed. I was awoken some time later by the conviction that someone was on deck. Looking out of the hatch I found that we were in the final processes of being moved along the quay by fishermen whose space we had taken. When I appeared they apologised for waking me and continued the mooring of Yin Yang. They even found some tyres to provide extra fendering! For the next 5 days we sat about waiting for a strong northerly wind to abate. The Capitan di Porto extended our Costituto without any problems and even charged us a cut rate. We made one last stop at Sta. Maria di Leuca, 35 miles down the coast and then left for Corfu. It has to be said that despite the fact that Greece has always been our goal since we started building Yin Yang, we left Italy with considerable regret. The year we had spent there had been full of incident and we found the Italians to be as warm and generous as you could wish and the food is terrific.

And so to Corfu. The sail across was without incident and we actually did sail until close to the first Greek island, Othone, off the North west coast of Corfu. The wind then fell away and we were back to the poor overworked Ducati. We had been warned that to pass between Corfu and Albania (about 1 mile apart at their closest) can be an unpleasant experience with Albanian gunboats circling you and searchlights blinding you, so since it was now approaching dusk we throttled back and pottered along at about 1½ knots through the night. Dawn saw us nicely placed to turn south through the Corfu Channel with the islands in bright sunshine and the mainland of Albania and Greece dark before the rising sun.

We stopped in Corfu only a few days and then headed south to Levkas to sort out a decent place to winter. A stop on Paxos for a few days allowed us time to buy some local olive oil said to be the best in Greece and then off to Levkas. We had a nice sail with a gentle NW allowing us to use the cruising chute and we were beginning to remember that Yin Yang was a sailing boat after all. We arrived at the opening to the Levkas Canal to discover that an opening bridge now straddled the entrance together with the 2 chain ferries and that all 3 were operating. The bridge had been operational for one week. After about 10 minutes of awkward and barely controlled gilling about (there was a strong cross wind) the bridge and ferries indicated that we should proceed through. We were lined up nicely when the people on shore shouted to us to stop. In a 35 foot catamaran with a tiny engine, poor manoevrability and a cross wind for God's sake. We tried to turn in the now very narrow space, failed, lost control and gently crashed into the bridge broadside on. We were instantly boarded by the Greek painters who were working on the bridge, they shouted incomprehensible things to each other, fended off in all directions, left attractive blue hand and footprints all over our pale green decks and returned to the bridge as we motored backwards past the bridge and the large crowd of interested bystanders.

We stayed a few days in Levkas town (my favourite town in Greece so far) and then sailed another 8 miles south to Nidri where there was a reported safe anchorage. It certainly was a very protected little bay and we succumbed instantly and spent the next 5 weeks there. People we had met in Corfu turned up and the flotilla traffic was much reduced and a very pleasant time was spent there socialising, walking and doing a bit of gentle varnishing. Gradually however our friends left to return to Corfu for the winter and slowly it dawned on me that a pleasant anchorage with friends in the autumn could turn into a sort of exile if you were alone all winter, especially for an urban animal like me. So we returned to Corfu. We had the best two sails of the year – Levkas to Paxos and Paxos to Corfu. Sailing all the way on beam and quartering winds. To keep the thing balanced, however, the Gods gave us the worst night of the year in Paxos harbour with dragged anchors (not ours) and squalls and the rain coming down horizontally. There was a moment when I attempted to row out a second anchor and leaving the lee of Yin Yang our dinghy half filled with water and I seriously considered giving up this sailing nonsense, but finally settling ourselves and the pleasure of the next day's sail put that out of my mind.

So back to Corfu and the Old Port. Free with a walk right round the harbour for water, it must be one of the safest harbours we have used. We stayed there all winter and survived high winds, spray over the harbour walls and an earthquake (honestly) and the most we had to cope with were 3 inch waves. In the 'marina' outside the town you pay too much, you have a longer walk for water, it is less protected and there are incidents of theft and yet people winter there. It is beyond me.

**ANNUAL SUBSCRIPTION**

6 ISSUES PER YEAR AIR MAIL CONSIGNMENT

EUROPE **165 F** OVERSEAS **210 F**

**Nom** ..... **Prénom** .....

**Adresse :** .....

**Code postal** ..... **Ville** .....

..... **Pays** .....

**MULTICOQUES MAGAZINE**

16, Centre Commercial du Nautisme - Port Saint-Pierre

83400 HYERES - FRANCE - **Tél. : 94.57.32.02**

# Circumnavigators Report

by WOLFGANG WAPPL

**Iaorana (Good day in Tahitian) is Wolfgan Wappl's TANGAROA MkI, the smallest Wharram so far to have completed a circumnavigation.**

**Following Wolfgang's ideas are James Wharram's comments in italics.**

**For further news from a circumnavigator see John Margasons comments (Sea People No. 5, December 1985) and also Henk de Velde's articles. Comments common to John Margason and Wolfgang Wappl are listed after the article. Some 'crew comfort ideas are then noted by myself with reference to coastal trekking designs.**

I purchased Tangaroa MkI plans Christmas '76, started building May '77, launched July '81 in Lignano, Italy. Sailed via Adriatic, Malta, Sardegna, Spain, Gibraltar, Canaries, Barbados, W.I.s, Panama-canal, Costa Rica, Marquesas, Tuamotus, Societies, Tonga, Fiji, New Caledonia, Brisbane, Papua New Guinea, Bougainville I., Cairns (Queensland), Torres Strait, Darwin, Bali, X-mas Island, Cocos-Keeling, Chagos, Aden, Pt. Sudan, Suez Canal, Cyprus, Turkey, Greece around the World in 6 years. Crew: my girlfriend Veronica, 29, former secretary, I, former teacher now 31.

Boat is cutter rigged, alum mast, SS rigging, Epoxi sheathed and saturated (inside), 15HP Yamaha OB, Aries selfsteering, Polyurethane painted, 9' plywood dinghy, Echosounder, Sumlog, CQR 351lb and 451lb 1000' 16mm nylon and FOR SALE NOW, READY TO GO AGAIN Windsurfer, pots and pans, TOP CONDITION!! Solar panel.

We think we didn't do too badly, taking into consideration, that in '81 we started out ''all green'', never having sailed on salt water before. (Not to be recommended though!)

A few design ideas:

1. Companionways *must* face aft, not towards each other!
2. Built-in plywood watertanks, abt. 100l each hull (plus 100l in jerrycans for Ocean crossings).
3. Slooprig, big mainsail, small foresails, possibly fractional lots of forestaysag make for badly setting jibs, no ketches!
4. Why not have at least one daggerboard?
5. Why not chop off 2' of stern and have small transom (lighter)?
6. Why not be really radical: change to Aluminium construction! no paint, no maintenance, no worries abt. scuffed Topsides, native canoes, coral heads, other boats dragging their anchors into you etc.
7. Have lots of light wind sail area: a small boat has to be really fast, when there are no waves, because when it's rough you got to slow down anyway, and the shorter a passage the better: less chance encountering bad weather. And a multihull is little good, if it's not appreciably faster than a comparable Mono.
8. Why not have more beam and rigid connections: windward performance IS important, especially for a cruising boat: boating is so uncomfortable, you want to GET there in a hurry; we know, we came up the Red Sea.
9. Why not have more shelter on deck, possibly some means of commuting from one hull to the other without getting soaked by that lashing monsoonrains, without getting waterblasted by the continuos heavy spray as the boat hurtles down the long trade windrollers at 16 knots toward the Marquesas.
10. We did one 224 miles, 201,204,199 runs the following days. Best week 1360 miles, best two weeks 2480 miles. All that going from Cocos Island (Costa Rica) to the Marquesas, all Aries steering. But what a soaking for us!!!). Why not have a low deck cabin?

Enough of these heresies.

Anybody seriously interested in buying ''Iaorana'' should please write to our home address Wolfgang Wappl. Paul-Heysegasse 14 A-1110 Wien, Austria. The boat is in the Med at the moment.

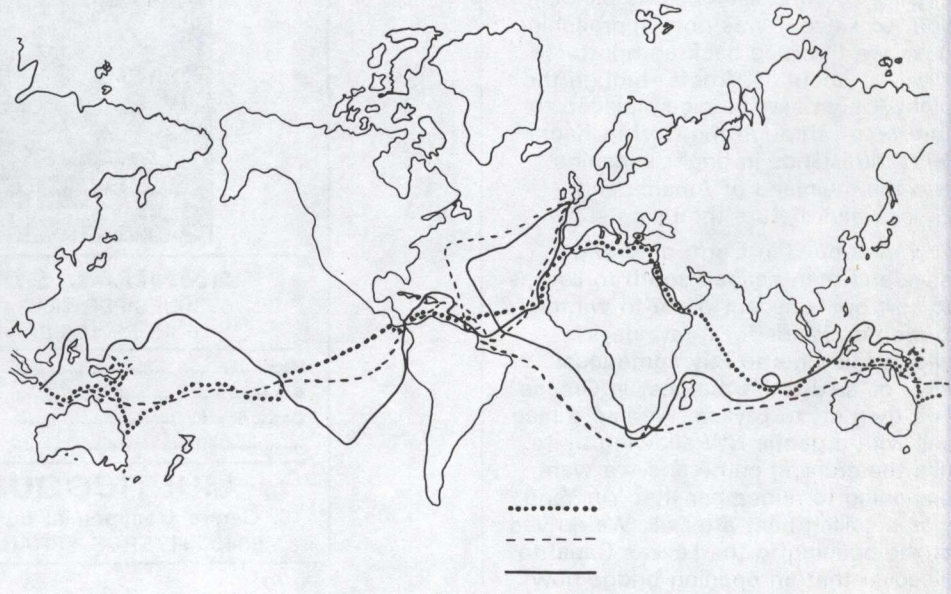
The above heresies are just ideas, derived from being ''out there doing it'' for six years and abt. 37,000 miles. Unfortunately our boat does NOT feature them (Therefore we know!).

Do you know of any other Tangaroas or possibly smaller Wharram cats that have circumnavigated?

*Comments from James Wharram re Wolfgang Wappl's Letter, Builder of TANGAROA MkI 'IAORANA'.*

1. *Whether the companion ways face aft or towards each other is not a must, it is a matter of personal preference.*
2. *Barrels are wooden watertanks! Large Chinese junks used to flood compartments with fresh-water between bulkheads for storage. The problem always was that the water reacted with the wood and tasted.* ***Now*** *Gougeon's West System have pointed out that you can make epoxy coated ply watertanks that will not taste. So it is a*

*Comparative Routes of Henk de Velde (ORO), John Margarson (NARAI MkIV) and Wolfgang Wappl (TANGAROA MkI).*



*good idea to try a ply watertank, though leave a large screw on plate for occasional cleaning.*

3. *There are one masted sloops or cutter rigs for almost all our designs, certainly for the TANGAROA MkI and IV. Again, like the hatch direction problem, it is a personal decision whether you prefer one or two masts.*

4. *My first 23'6" flat bottomed TANGAROA that crossed the South Atlantic had a through the deck daggerboard. I expected my next boat the 40' Veed keel RONGO that made the first crossing of the North Atlantic to need one. In Trinidad, where she was launched and first sailed, she showed no windward deficiency compared with the cruising monohulls of the day. So we never fitted a daggerboard.*

   *In the early 1970's a South African fitted a single daggerboard in a NARAI MkI. He gave very good reports of the boat's performance. Indeed, a design student in my office at the time read these reports and subsequently did likewise on his Wharram style Veed hulls.*

   *In 1977 we designed the first PAHI with daggerboards. Here is what I said about the subject at the May 1988 'European Multihull Symposium' held in Holland: ''The major part of the hull's lateral resistance is the Veed hull itself. It gives sufficient lateral resistance for adequate windward work provided you have the correctly cut sails and can sail a shallow draft boat. If you cannot, or need to squeeze those extra 5 degrees or so to windward in smooth water, you need extra lateral resistance.*

   *We have designed a 30' 'one off' racing design of the PAHI shape with the addition of a 5'11" (1.8m) daggerboard which, according to its instruments, in a 15 knot wind speed points 40° to the true wind and sails at 13 knots.''*

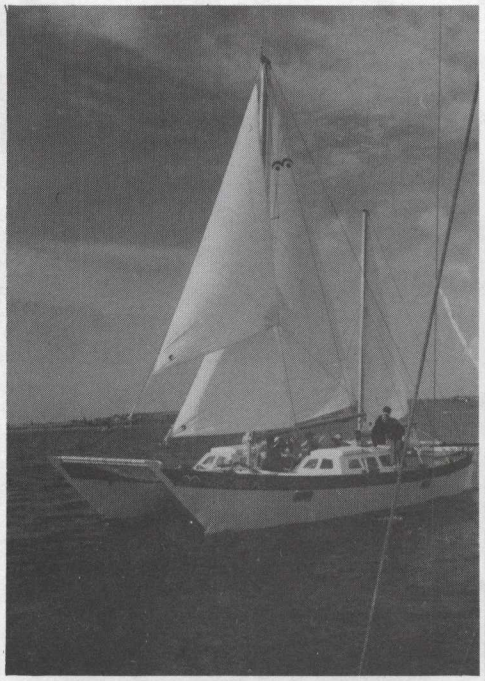
5. *We did chop the stern off the Tiki 26, to make the Tiki 25 with a transom stern but felt that it was not as attractive looking and more work to construct. Running before a gale I will always prefer a pointed stern.*

6. *We are all for aluminium construction. Indeed, we have discussed the problem with a Dutch naval architect who was once a Wharram student and who had worked in aluminium, and with another Wharram student, a Frenchman, who last year started building monohulls in aluminium. It is expensive and difficult for self-builders.*

*The first TANGAROA MkI design. This is Ken Patterson's ANUANUA built 1967–8 in North Wales*

Photo: R. Wharram

7. *Our whole design trends since 1977 have been to increase light wind performance by a greater light weather sail area. In this we have been helped by the general catamaran increase in overall catamaran beam, which gives more stability for sail carrying. Our designs now are 20% wider than the early classic designs like the first one, the TANGAROA MkI.*



*The TANGAROA MkI evolved into the MkIV. This is TANGAROA MkIV No. 1 built 1975 in South Wales. Later she crossed the Atlantic.*

8. *Rigid connections: Malcolm Tennant, a successful New Zealand catamaran designer, has recently published an article on the advantages of controlled flexible structures. In fact, most (in particular open wing-rigid multihulls) tend to flex more than our design where the flex is controlled.*

9. *All boats at speed blast spray. The IAORANA running in the tradewinds at 16 knots was making approximately 3/WLL i.e. 3 times the speed of the waterline length square root, a good monohull has a speed of about 1.3/WLL a record one that gets into the reference books 1.5/WLL.*

   *If you check multihull speeds on passages, you will find that IAORANA, designed in 1965, has for her waterline length, equalled or near equalled, the average speeds of the latest designed ocean multihull blasters!!!*

*I personally am delighted with Wolfgang's voyage. It was the sort of voyage I dreamed about when I designed the boat 23 years ago. He will be pleased to note that his ideas for improvements have been anticipated and worked into our new designs.*

*Imagine a TANGAROA MkI or MkIV, with a daggerboard, 20% more beam for stability to carry more sail, a deckpod or a modern synthetic plastic material pram hood across the deck;*

*and you have proven seaworthiness with high speed and windward ability!!! So do think reader how you can improve the sailing ability of your boat by better sailing skills and more attention to material improvements. Though see "Jim's Column" for how far you may wish to go.*

---

## THOUGHTS COMMON TO WOLFGANG WAPPL AND JOHN MARGARSON

- Flexible Joining – felt they worked but were not sure they were necessary.
- Transoms – J.M. has same feeling as W.W.
- Hatches – J.M. also felt that aft facing hatches would be better in order to keep the boat dry; spray when flying is almost always coming across the boat from forward of the beam. John built semi bulkheads from the cabin top downwards to eachside of the companionway.

  For open bridge deck catamarans, designed for heavy weather sailing, keeping dry below decks is an important feature, especially on the small boats. Most of the time aft facing hatches will give most protection, consideration must be given to how you slither in to them from the deck.

  No matter where the hatch is, any cabin will have a wet zone of about 1m x 1m, the area where you eventually sit or stand on arriving below. Again on large boats this is not as much of a problem as on small ones. J.M.'s semi bulkheads would appeal to me as a way of containing water. The chart table should never be below or directly aft of the companionway, as it is sure to be drenched in bad weather.

## Cruising with a Coastal Trekker, continuing the ideas of Wolfgang Wappl

**by A. Viljoen**

*For the coastal trekker, trying to make long passages in small boats some of Wolfgang's concerns are clearly amplified. Below are my thoughts based on our first season's cruising in the Irish Sea.*

On 'Anna Blume' (TIKI ROA 26') problems of staying dry below decks were very real while trying to beat into a F5–6 in thick fog and rain. We had left Ramsey, Isle of Man and were heading for Howth (North of Dublin), approx 100 miles away. The journey took 30 hours, most on the wind, the last 15 miles dead to windward took 6 hours.

We never had a lot of water below say a few cup fulls – but remember 'Anna Blume' has a floor running through at the same level serving as cabin, sofa and bunk – spread it self around so every thing became damp/wet. If one is going to use the boat for exciting daysails, this is not a problem or if you are never going to make a passage in bad weather(!). However, using the design as a "minimum ocean boat" modifications become necessary. Nothing major had to be done, 'Anna Blume' has sitting headroom over an 8 foot length of cabin, with hatches over each end. These hatches are hinged across the axis of the boat and the aft facing one is only ever used while sailing. When passage making 2 areas must be kept dry, one for sleeping and one for navigating.

I have divided each hull into 2 zones, a wet zone below each hatch and a dry zone forward of the central bulkhead. When cruising the forward area of the port hull is used for sleeping. A cooker box, about 8 inches high and 10 inches wide acts as a dam wall keeping water out of the sleeping area, since the boat is small the galley is in the wet zone of the port hull.

A folding chart table is fitted forward in the starboard cabin and instruments to the outer cabin side. A small 1 inch high lip runs across the cabin floor in line with the central bulkhead, this to act as a water bar.

These changes are very particular to my needs, and certainly make the boat less flexible. However at sea in miserable conditions, cold, wet and tired, requirements become startingly clear.

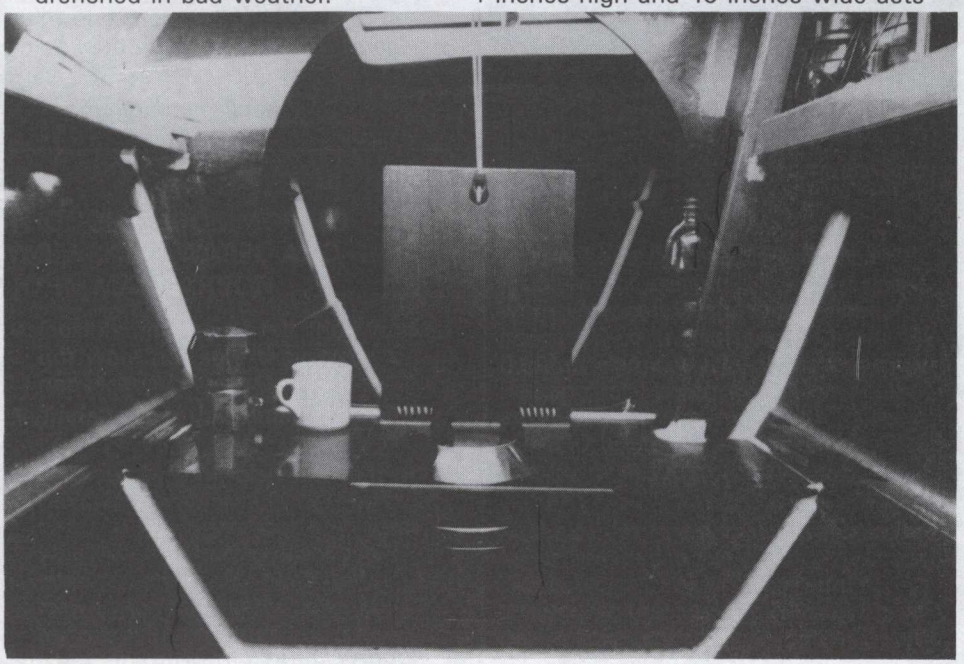
Two other areas requiring attention and not yet solved; are condensation control and oilskins.

Thin topsides of any material will cause condensation; only insulation and ventilation can prevent it. Most mornings see the cabin sides streaming with water or ice if its mid winter, due purely to breathing. Insulation is the best solution but requires care to prevent rot due to condensation forming behind the insulating material. It is also a huge amount of work to install after the boat has been constructed. Ventilation will be easier but by definition cause cold drafts. For ventilation to work it must be across the entire length of cabin, I would propose renting into each locker at either end of the cabins and have a waterproof type vent fitted to each of these. So if any leaks occur the water will fall into the locker not bunk.

Oil skins; if you are sailing the boat from the deck you are exposed in bad weather. I have now tried all sorts of oilskins (except home made ones); in the Irish sea fishermens baggy trousers with shoulder height bib, and farmers "wellies" and various jackets; my conclusion is that if you want to keep dry, you have to buy good quality "yachting" oilskins. Dry suits work well but are very awkward to put on and take off.

When making coastal passages, especially in bad weather, navigation needs to be done frequently, hence the problem of going below in wet oilskins, there is no point trying to take oilskins off before getting into the cabins – obviously all your clothing would get soaked, so you get below as quickly as possible, then take your jacket off so as not to drip water over your charts. The jacket is stuffed in the bilge compartment of the wet zone and you crawl forward to the chart table, dry – this at least is the theory.

An integral safety harness saves time and frustration. This season I invested in a set of Musto ocean Oilskins which are exceptionally good, but for the TIKI ROA really too bulky when below. What's needed is a light compact set preferably with built in harness, possibly a conventional harness could be sown or fixed in place on a standard jacket – Houdini, may not agree.



*Anna Blume's Galley/Water Bar with bunk beyond.* Photo: A. Viljoen

# ORO PELIJO reaches Gambia

**Juliet Exley & Mark Ashlon report**

We left Falmouth, August 17th, 1987 having waited a week for a good looking weather chart. We spent the week making adaptations to the ORO following our sea trials from Brighton. When we did leave it was in good weather, not a lot of North Westerly wind. We ended up having to turn back before rounding the Lizard so Mark could have a metal splinter removed from his eye. He looked like a real pirate by the time we had finished at Falmouth Hospital. The splinter was gained by hammering new pintles into the rudder gudgeons.

When we left again we were more successful and headed on to 11°W before heading south. It was a good passage to Setubal our first ever abroad. We encountered bad weather and whales. A back stay on the mizzen broke and was mended en route in a calm patch. 10½ days later we arrived in Setubal on the Rio Sado. This is an idylic port of call for any multihull. We spent 6 weeks virtually aground all month in a sheltered lagoon on the Troia peninsula. The photos tell it all, we towed the boat by hand before dropping anchor. It was a superb spot and so unknown. Most yachts go to the yacht harbour in the town of Setubal which is like an open sewer. They don't stay long! It really was a terrifc spot and the people are so generous and friendly. The lagoon has a fresh water well on the beach. We could have stayed longer but were keen to move on to Madeira. We always seem to have to wait for weather. Having stocked up and moved up river we ended up waiting for S.W. to W. depressions to move past. As it was we ended up in a gale again with tremendous squalls. Back down to storm jib. Our entry to Funchal was superb – a following wind spinnaker up 8 knots to 10 knots. All the way in as the wind wrapped round into the harbour. The only thing that stopped us was a swamped engine. Having failed to start it we sailed in again and dropped anchor. We only wanted to stay 3 days but ended up leaving 3 weeks later having had problems with Volvo dealers re our engine. It rained most of the time, it seemed, but we met so many old friends and new ones that it has good memories for us. We also had a nasty experience. We ended up anchored over an uncharted wreck. The anchor chain secured itself firmly so leaving us with no scope. One day as the swell got up and the harbour became choppy we became entangled again and ended up in a storm in the harbour with the boat snubbing badly with the chain pulling on the front netting beam. (Ours are twice the spec. made of laminated mahogany). Its a good job they were so strong. We ended up putting a bridle of rope to the chain from the two samson posts which gave us another metre plus a bit of give to reduce the snubbing. We spent the night hoping the chain would not give as our next stop would be the harbour wall.

Following the ARC departure we had to wait again for the weather. We then left for the Gambia River. Terry the Trade Wind – as we christened it – didn't turn up and we ended up with Garry the Gale – westerly again! How far south do you have to go? Anyway 3 days later he resolved his identity crisis and the N.E. arrived. Beautiful sailing, wonderful weather, 2 dorado and hundreds of dolphins. An amazing sight. They surrounded the boat and played with us for about an hour. It was wonderful. Flying fish as well abounded but the best was yet to come. We approached the African coast to pick up the Dakar light which we did at 7 p.m. We rounded the cape doing 7–8 knots with tram lines of phosphoresence following behind and dolphins zipping ahead. They followed and led us right round the cape. You could hear them below through the hulls when you could drag yourself away from the show on deck. The African coast the next morning was low and non-descript. The wind dropped and we were surrounded by butterflies and insects. Engine on and we motored until we met the Saloumn river buoy, mainly because the barometer dropped 10mb before our eyes – nothing came of it but we ended up anchored in outer roads for 10 pm. Everything about Africa is different. The air was so full of heat and sounds – so wild.

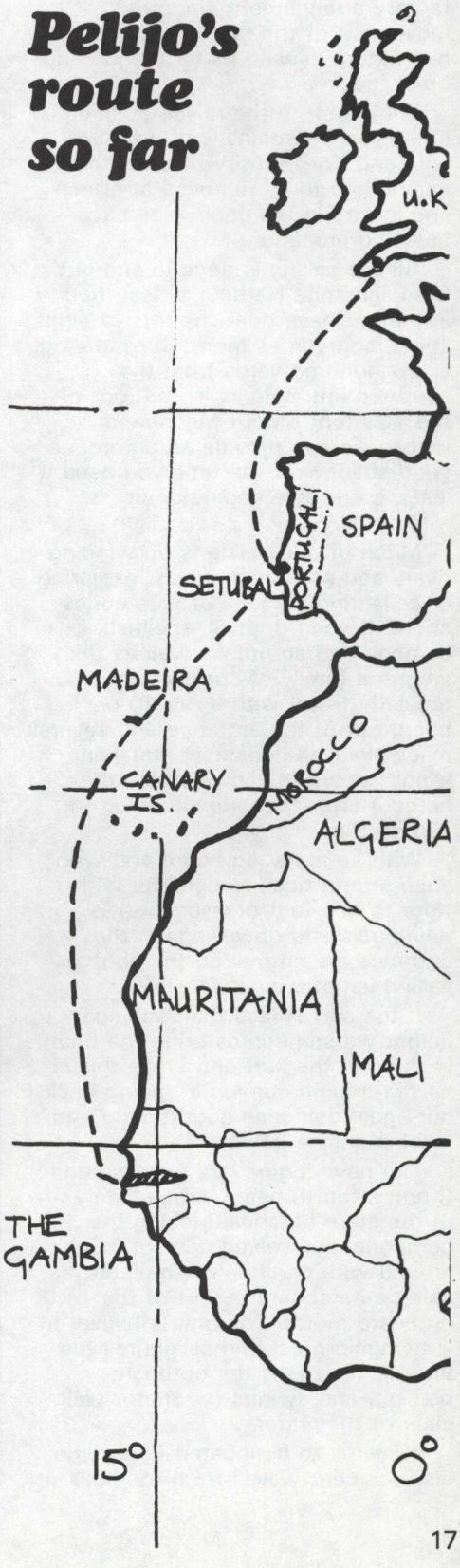
The next morning we sailed and motored to Banjul. More dolphins large black blunt nosed with a very slow arching movement. There are lots in the river along with all sorts of fish and shell fish.

We have had good company in The Gambia. Frank Mulville and his gaff rigged boat were there, Spirit of Pentax has been there for 2 years and the Old St. Mawes Ferry is now settled too. We hoped to charter the boat but bureaucracy makes it too difficult to arrange and so Mark has work engineering and I teaching. We also met four other boats come down for chartering, on our thoughts, so we all had a good Christmas and New Year before they departed for Brazil.

Well now you have a good reason to visit Africa – lots of dolphins – so get Gaia launched! We are really pleased with the boats especially the bermudan rig which means we can tack with ease. Everyone we meet enjoys the deck space. Ideal for parties! We have averaged about 100 miles over all our sailing but have had plenty of gales which we have almost enjoyed! Well at least we are dry.

The only problem we have had is with our wheel steering system. The flexible steel cable (6 mm) runs through two right angles via sheaves of the right design size (51mm Barton metal sheaves) the cable chafes at these points every 500 miles. So far people have suggeted galvanised wire instead of S/S and also bigger sheaves. The company who first advised us have gone bust so we have no recourse and we would like to get it right this time instead of having to keep changing the cable – at sea in varying conditions it can be dodgy.

Anyway we are having great fun and really enjoying life. We are in the Gambia until next January when we go up river to Georgetown 200 miles inland and then over to Brazil and up to the Caribbean.



# Engines

**From Tauranga, New Zealand, Phil Smith describes a "strong easily-built covered in motor installation, as used on his HINEMOA, "Surfari".**

The boat was built with a stainless steel, retractable outboard bracket mounted on the starboard side of the rear beam. The bottom of this was braced by a tubular strut to the side of the adjacent hull – an unsatisfactory arrangement since the movement of the bracket against the hull fixture caused metal fatigue and breakage.

The motor in the raised position entangled the mainsheet, it looked ugly and, for security reasons the engine had to be removed after use and locked in the cabin – a back-breaking procedure.

All our sailing is done in and out from Tauranga Harbour whose two entrances have tidal currents of eight knots, sometimes more. Our mooring, a few hundred yards from the southern entrance, is at the foot of the 700 foot Mount Maunganui whose lee can provide an enormous wind shadow at the time you need it least, so reliable engine power is often vital.

Much of our sailing is up winding rivers and narrow channels, exploring or collecting cargoes of pine cones and driftwood, topsoil, shellfish, bamboo and so on. As well as this we are a family of surfers and regularly travel with up to 10 on board out of the entrance and several miles along the coast of Matakana Island, at either end of which the harbour entrances are situated, on surfing trips.

With so many on board and with such strong tides to contend with (four to five foot pressure waves, whirlpools and upwellings in the entrance are normal on the ebb) sailing is not always feasible.

If the surf is less than shoulder height we sometimes bring the boat in through the surf and while this is no big trauma coming in, going back out again demands good timing and reliable engine power.

The new engine box necessitated fitting a fourth beam, immediately aft of the stern hatches. Making the components involved a lot of mucking around with cardboard templates, using a cardboard cutout of the outboard motor. The unit is based on a swinging bracket that ignores the tilt mechanism of the outboard bracket, and swings the motor well clear of the water.

It seems to be located where the displacement waves from the hulls converge and though we've been through some rough water the prop has never looked like cavitating. The box also contains the fuel tank and tools etc. and its lid, only a foot above the deck, is a great seat and table.

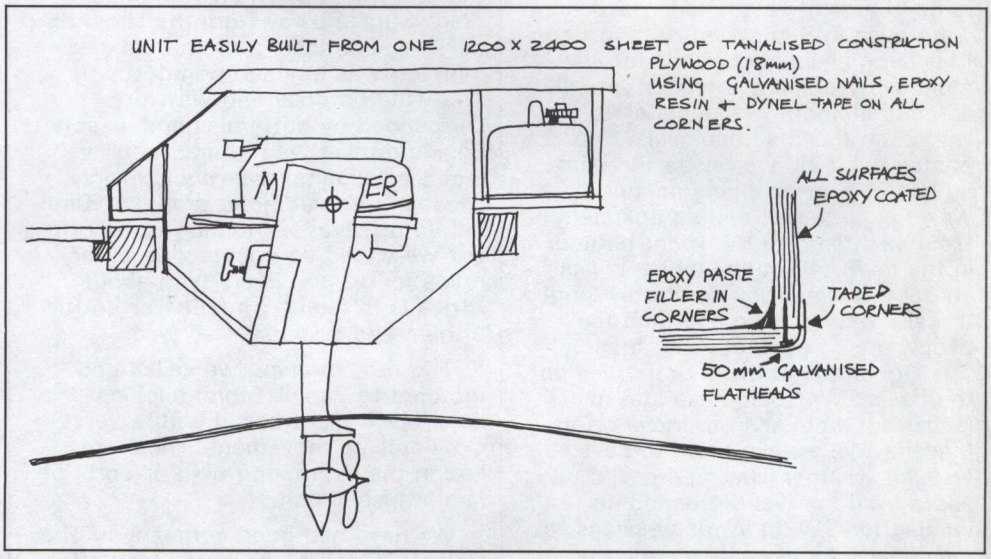
I don't know how James Wharram Designs feels about fourth beams on Hinemoas but there's only one word of warning I would sound. The extra weight will put you down in the stern by at least two inches so make sure you do it *before* you antifoul and paint the waterline and not after as I did.

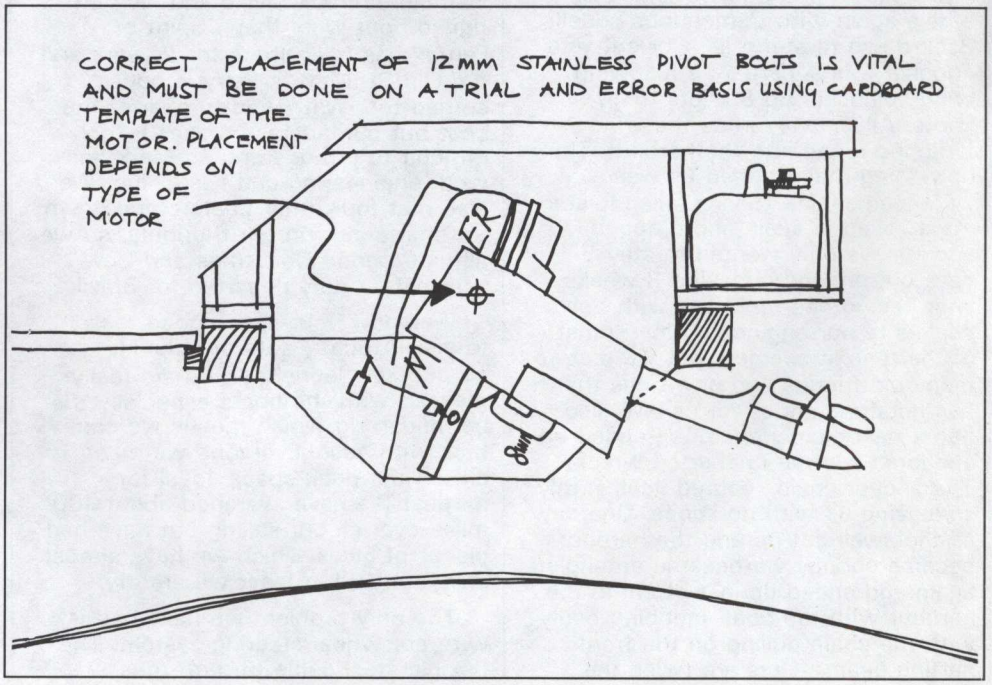
We use a 5hp long shaft Mariner which is an excellent size and type, in my opinion. We can cover six miles on the chart in an hour with it and make progress with eight on board against eight knots of tide in choppy water. A Johnson/Evinrude 9.9hp would be better though, I feel, because it would deliver more power at lower revs and would run more quietly.

Overall, the main problem with the setup is that unless we're going more than five miles we don't bother to use the sails: which is no big worry because for many of the places we get to the mast and sprit are on the deck anyway.

The boat is superb and in more than two years has performed brilliantly in a wide variety of situations and conditions. We would only sell her if we could find a Tanenui in the same excellent condition.

There are two Wharram Cats in Tauranga, ours and a beautifully built PAHI 31, though we occasionally see a visitor.


UNIT EASILY BUILT FROM ONE 1200 X 2400 SHEET OF TANALISED CONSTRUCTION PLYWOOD (18mm) USING GALVANISED NAILS, EPOXY RESIN + DYNEL TAPE ON ALL CORNERS.
ALL SURFACES EPOXY COATED
EPOXY PASTE FILLER IN CORNERS
TAPED CORNERS
50mm GALVANISED FLATHEADS


CORRECT PLACEMENT OF 12mm STAINLESS PIVOT BOLTS IS VITAL AND MUST BE DONE ON A TRIAL AND ERROR BASIS USING CARDBOARD TEMPLATE OF THE MOTOR. PLACEMENT DEPENDS ON TYPE OF MOTOR

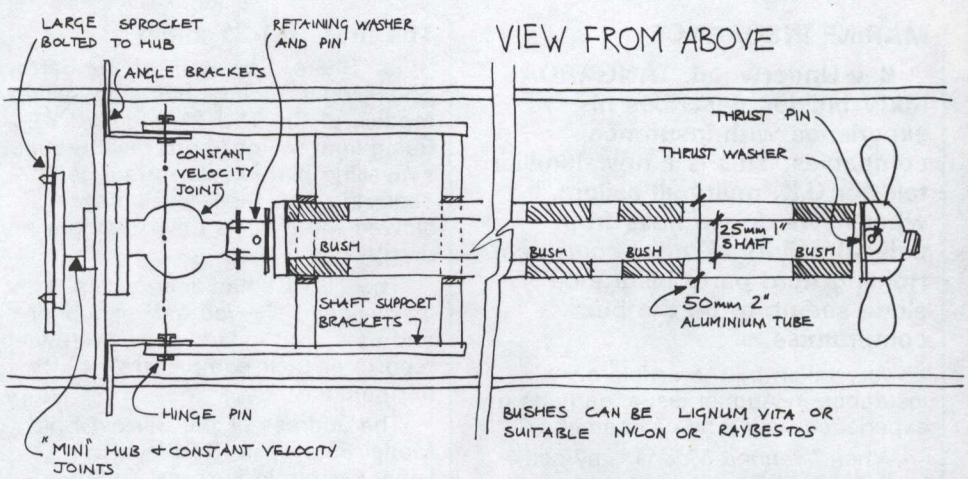
**John Chitty of Australia describes an engine installation which he fitted to his TANE. It has been built-up using various second hand pieces of equipment. Result, an air cooled engine providing 6kn cruising speed, cheap, but lacking a clutch or reverse gear, a passage making rather than manoeuvering engine.**

This engine set up was made up as a replacement auxiliary for my ''TANE'' cat, an outboard being too expensive. I used an old villierr type 25 industrial motor (someone gave it to me) and when this set-up worked I replaced it with a second-hand motor of about 7 hp. The other bits consisted of a length of aluminium scaffold tube (2" diameter) 1" stainless steel for the prop shaft, a mini hub and constant-velocity joint, sprockets of a suzuki motor bike and an old outboard prop – 14 x 14.

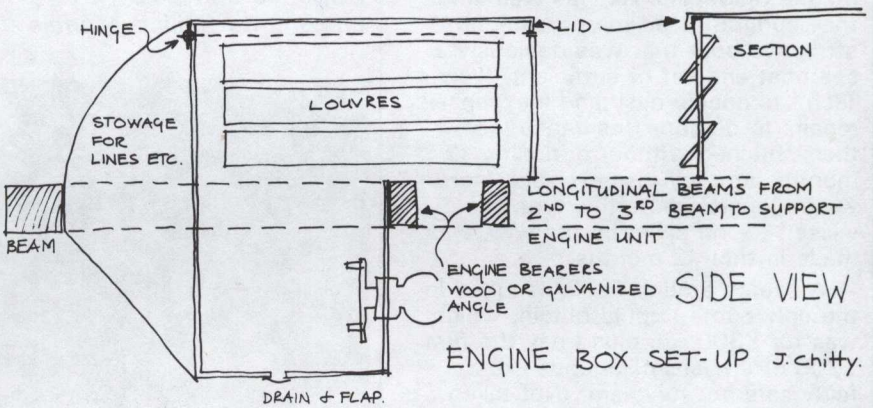
I sawed the back off the mini hub to make a good flat area to bolt onto a mini bulkhead, drilled holes in the large sprocket to line up with the wheel studs on the mini hub. I drilled out the rivets on a mini engine fan belt pully, machined the small sprocket to fit and bolted it on using brass bolts (shear pins). This was fitted onto the engine shaft. I drilled out one end of the prop shaft to take the shaft of the constant velocity joint and held it in place with 3/16" S/S bolts, the other end was machined to take the out-board prop. This shaft fits in the aluminium tube with 4 bearings, the first bearing near the C/V joint was phosphor-bronze with grease lubrication, the others being water lubricated nylon I was going to use lignum-vita, but after trying various types of nylon, chose black nylon used for water pump bearing (check working tolerances as nylon expanded in water). I made up a bracket at one end so the whole lot could hinge and swing up and down. The hinge being in line with the C/V fount. Other fittings on the tube hold limiting chains, the line to raise and lower the shaft and a prop guard.

The above set up gave me three years trouble free service and is still being used by the ''TANE's'' new owners. I got a good six knots out of it and it was very economical. I found that by using 2/stroke oil in the petrol the motion suffered no ill effect of the sea air and always started first time – even after a bit of a dusting in rough weather.

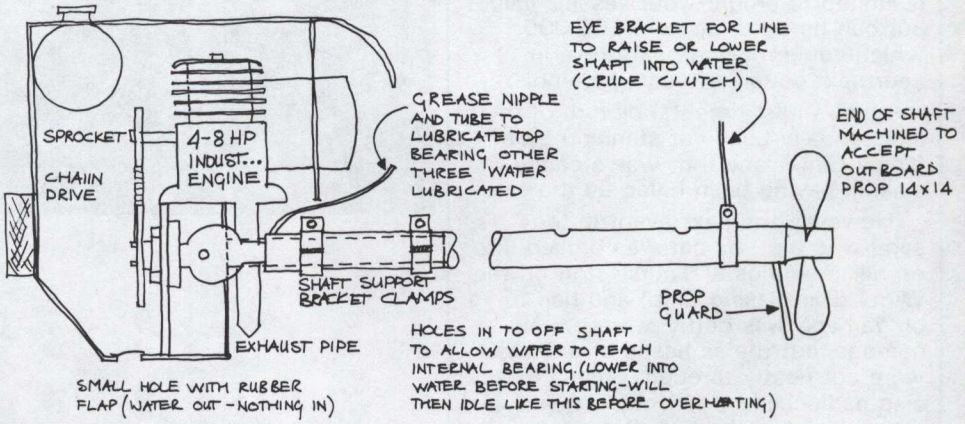
*TANE NUI 'Kia-Kia' belonging to Tim & Helen Forrester*
Photo: T. Forrester

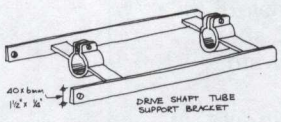



END OF CONSTANT VELOCITY JOINT FITTED INTO BORED OUT END OF SHAFT. HELD IN PLACE BY 3/16" S/S BOLTS (2 or 3) THE LAST ONE FORMING RETAINING PIN WITH S/S WASHER TO STOP SHAFT FALLING OUT.




ENGINE BOX – LOUVERS ON SIDE APPROX TWICE AREA OF INLET HOLE. EXHAUST MADE UP TO BE PIPED DOWN THROUGH DECK. THROTTLE OUTSIDE (OLD OUTBOARD ASSEMBLY)


EYE BRACKET FOR LINE TO RAISE OR LOWER SHAFT INTO WATER (CRUDE CLUTCH)
GREASE NIPPLE AND TUBE TO LUBRICATE TOP BEARING OTHER THREE WATER LUBRICATED
END OF SHAFT MACHINED TO ACCEPT OUTBOARD PROP 14x14
SPROCKET
CHAIN DRIVE
4-8 HP INDUST... ENGINE
SHAFT SUPPORT BRACKET CLAMPS
PROP GUARD
EXHAUST PIPE
HOLES IN TO OFF SHAFT TO ALLOW WATER TO REACH INTERNAL BEARING (LOWER INTO WATER BEFORE STARTING-WILL THEN IDLE LIKE THIS BEFORE OVERHEATING)
SMALL HOLE WITH RUBBER FLAP (WATER OUT – NOTHING IN)



# What's New!?

## MARINE INSURANCE

**Bev Underwood, TANGAROA MkIV builder, describes his experience with insurance companies. This is a now familiar tale for U.K. multihull sailors, what news do we have from polycat sailors in other countries? Holding third party insurance alone seems to be the best compromise.**

Very taken by the article on insurance in August issue, perhaps my experience would be of interest.

When *''Tahuna Moana''* my self built TANGAROA MkIV was almost finished in 1984 I had her surveyed by a well known Liverpool firm of Marine Surveyors. All was well, and they congratultaed me on such an attractive boat that was obviously a sea boat and yet of sufficient ''Low Tech'' to enable easy and inexpensive repairs to be done. Insurance was then obtained without difficulty. 12 months later my insurers said ''sorry we no longer insure this type of vessel'' – no claim by the way, was made in that 12 months.

A search around finally resulted in the only quote I could obtain, which was for £300 p.a. plus I pay the first £200 of any claim! Sounds like a fairly safe bet for them. (Not taken up.)

I did however insure for 3rd party only with St. Margarets for £75 – perhaps it would be worth mentioning that any claim against you no longer is limited to around your vessels value but can be up to approx. £69,000 which could make a nasty hole in your next couple of years income!

I had a nasty mental picture of my substantially build cat standing by a flimsy Gin Palace that was steadily sinking having been holed by the cat.

However, the next event in the saga was that my cat was broken into on her moorings at Thurslaston on the Wirral (Dee Sailing Club) and her 15 ph Yamaha was deftly removed. No damage, but the ss hasps of padlocks were cut neatly through. Engine was also padlocked by ½" chain to a strong point in the hull. But, as a dealer later said – ''best leave it outside because if they want it, they will have it'' – a sad comment on our society. It is, by the way 15 ph YAMAHA 684 CL 306462 should anyone come across it (reward offered).

There must be a moral in all this somewhere, I am going to install an ex car engine and lifting prop shaft as shown in various back issues which I have hoarded since about 1965, and in my cherished copy of ''In the Walke of the Sailorman''.

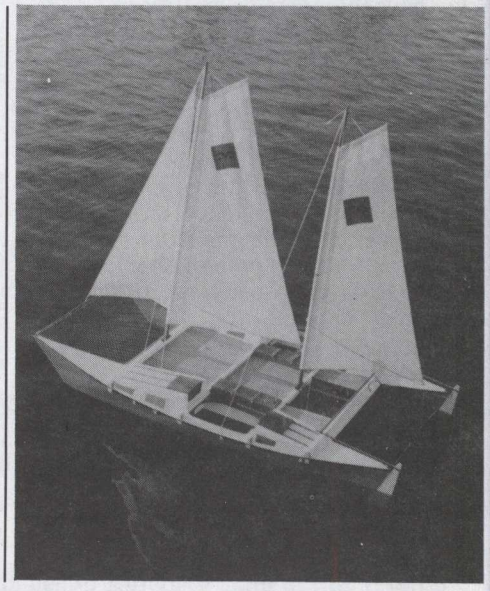
## The first TIKI 31 afloat

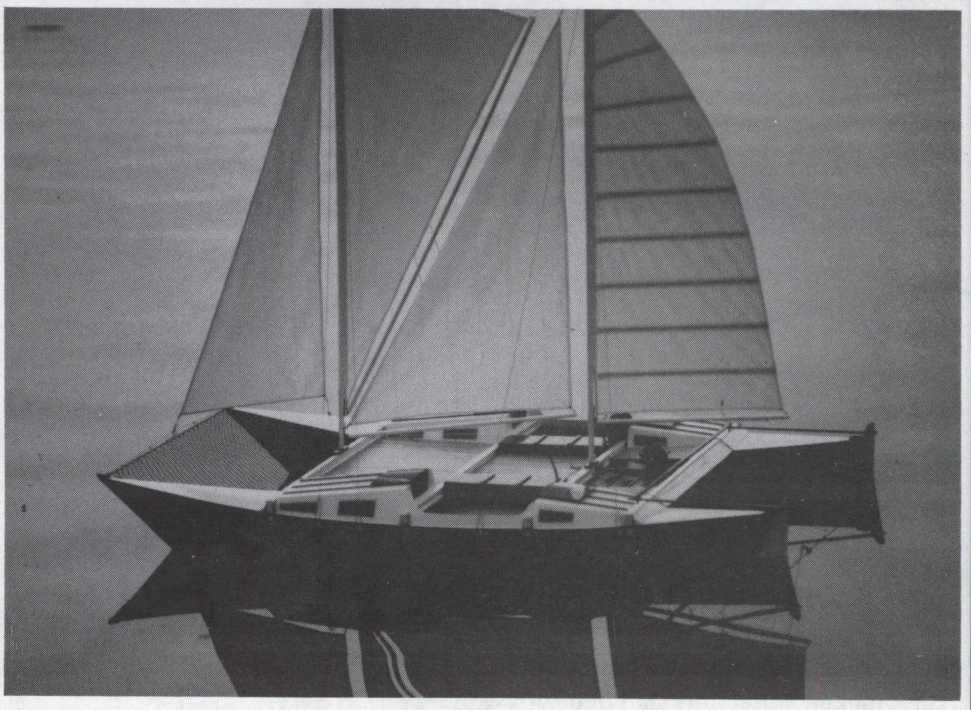
Ian Sharp, Secretary of the Barrow Ship Model Society, has built sailing models of the TIKI 21 and TIKI 31. Being light weight both have required swivelling plate keels to reduce capsizing, but these keels have slowed the models down (weight and drag).

The TIKI 31 has been sailed with its designed sleeved gaff schooner rig and as a spritrigged ketch, we await reports of their comparative perfomance.

The address of the Barrow Ship Model Society is: 63 Black Butts Lane, Barrow in Furness, Cumbria LA14 3JZ.

*Opposite and Below:*
*Ian Sharps Sailing Models*





## PARACHUTE ANCHORAGE SYSTEM

**by Charles Wrigglesworth**

I have just finished reading "The Parachute Anchoring System" by John and Joan Casanova (available from the book selection in the excellent Multihulls magazine), and it has occurred to me that I have never come across a parachute anchoring article in Sailorman or Sea People so here it is!

The established method of coping with bad conditions as described by Jim Wharram in "Two Girls Two Catamarans" is to tow drogues or warps from the stern and steer downwind. This method has been successful without a doubt but I've always worried about what would happen if the helmsman becomes exhausted and worse still what would happen if that downwind course points you towards a lee shore.

This is where the parachute anchor comes in. Basically the system consists of a bridle, tether line, parachute and tripping line, the dimensions of all these appear to be critical. When the skipper decides that defensive action is called for all sail is taken off and the boat assumes a lie-a-hull position broadside to the waves. The chute is then let out over the windward bow. The boat will drift downwind and when the chute opens it will pull the bows round to face the waves. The crew then goes below, brews up and generally relaxes while keeping a weather eye on the situation. The boat rides out the storm all by herself, gracefully rising with each crest without any fuss and drifting only very slowly to leeward. When conditions improve the chute is easily brought in with the tripping line and the greatly refreshed crew get on with the business of sailing.

The Casanovas have used this system for years and have successfully coped with conditions over the Burwood Bank near Cape Horn that I hope I will never *ever* encounter, and I've heard or read of so many other successful experiences that I'm convinced a cruising multihull offshore with a parachute anchor at the ready must be the safest type of boat afloat!

I've heard no tales of Wharram Catamarans using parachutes but with the flared bows, minimal bridgedeck area and double ended hull form they surely must be ideally suited to this technique.

I'm afraid this is all theory at this stage because my PAHI is far from completion but I'm sold on the parachute idea and I'll be testing it out as soon as I'm afloat. How about some feedback from other Wharram owners? Has anyone tried this system out? Has anyone tried setting the chute from the stern? Can anyone give any rason why we shouldn't all have one on board? Even if its just so we can have a quiet lunch or fix the rigging thats fallen down round our ears or wait for daylight before entering a strange port.

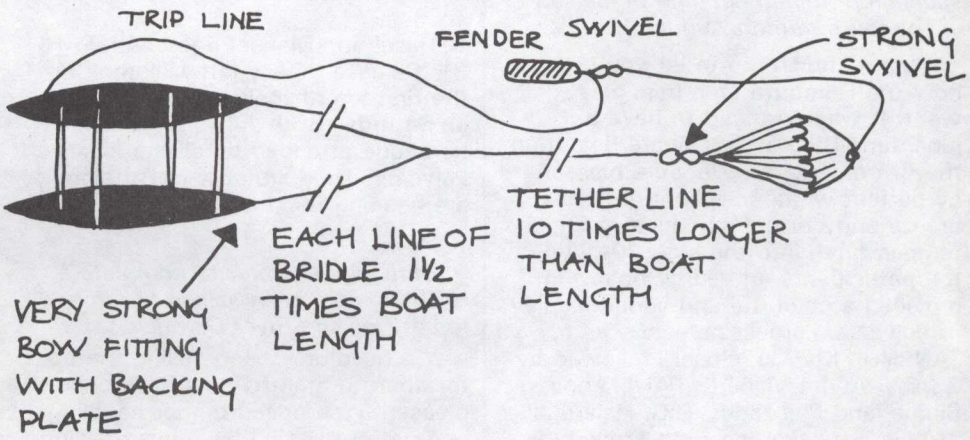
By the way I'm having difficulty finding a cargo chute here in New England. If somebody somewhere in the world knows of a good source I'd sure like to hear about it!

**I haven't included the dimensions etc. because they are quite involved and it seems to me that they are all critical to the correct functioning of the system. I'll give you the basics and leave it up to you whether you include them because the book's necessary for *all* the correct dimensions and complete operating procedure.**

**Parachute size**

***Up to 30ft boatlength*** **– any size as long as its wider than overall beam.**

***35–50ft boatlength*** **– 28ft diameter seems to work well.**


TRIP LINE
FENDER
SWIVEL
STRONG SWIVEL
TETHER LINE 10 TIMES LONGER THAN BOAT LENGTH
EACH LINE OF BRIDLE 1½ TIMES BOAT LENGTH
VERY STRONG BOW FITTING WITH BACKING PLATE

---

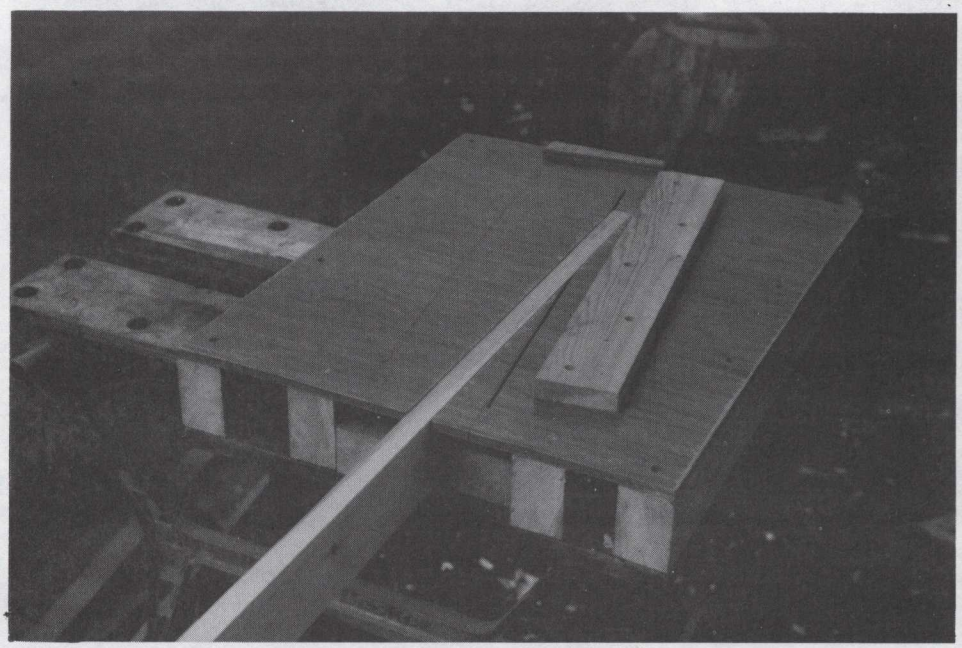
**From Tim Hunt, TANGAROA MkIV Builder in Surrey**

Below is a photograph of my scarfe box based on an excellent idea by GER VELLINGA of ARUBA N.A., as seen in the December 1980 issue of 'Sailorman'. A length of 3" x 2" is screwed underneath to anchor it in the jaws of a B & D 'Workmate'. It works well. 3" x 1' timber (see photo) is finished off by hand saw due to depth of circular saw block. But 2" x 1", when raised in the box with a length of wood, is cut in one go.

**"Which" Ply Wood**

P. Wood of Hertfordshire reports that in over 20 years of experience in the construction industry including a lot of bridge building, he has never known delamination to occur in *Canadian* exterior grade plywood Grade S.I.S. American exterior ply has had some delamination and experiences with Gaboon have been disasterous on occasions.

No matter how good a grade of ply is used seal all edges.



# NEWS FROM SEA PEOPLE....

**BRITAIN**

*Tim Forrester reports on the succesful ''mini meet'' he organised in Falmouth, during August 1988.*

Just a short note to let you know how the Falmouth area mini-meet went. It was arranged to have a lunchtime BBQ at Turnaware Beach on the 6th of August. We were blessed by perfect weather, a light northerly breeze and brilliant sunshine giving temperatures into the high 70s. All the participants arrived by boat and provided a colourful and varied display of Polycats. Largest present was my TANENUI, Kia Kia, closely followed by 2 26's, André Viljoen's PAHI, Anna Blume, and Phil Tadds TIKI, Helardus, James, Hanneke and Ruth arrived in their TIKI 21 and the scene was completed by John Head's HITIA. An extended lunch and sunbathing session was enlivened by sailing John's HITIA off the beach. After lunch conditions in Carrick Roads were perfect for James to carry out some tuning on Anna Blume (recently fitted with a dagger-board) whilst being paced by Kia-Kia and Tiki. A thoroughly enjoyable day was closed by a quiet beer at The Pandora Inn in Restronguet Creek.

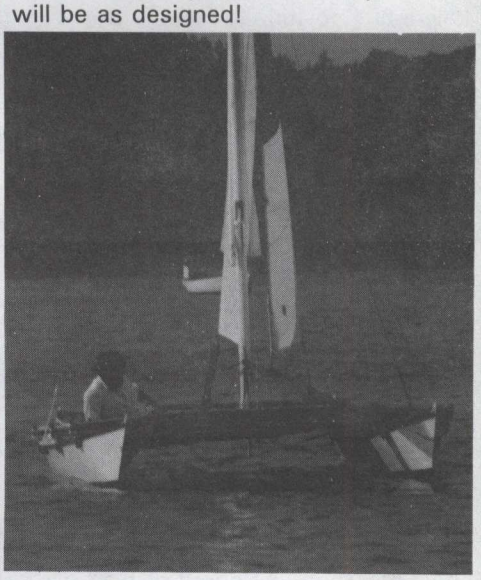
*Don Melhuish compares his TANGAROA MkI 'Vagrant' – to a 'Swan 55' – Don has spent a number of years cruising/living aboard Vagrant, sailing especially around the S.W. coast of England.*

I'm on my friends Swan 55, she's a good looking boat and fast (he says) but its no quicker than my 34 footer and much less comfortable and more difficult to handle. In a F.5–6 wind the inside becomes a shambles and everything flies about.

Hazel and Mansel Rees with PAHI 31 'Release' finally left Millbrook on the first leg of their extended cruise on Saturday 30th July after a send off barbeque attended by all the local Polycats. They are now in Paris and are heading for the Med!

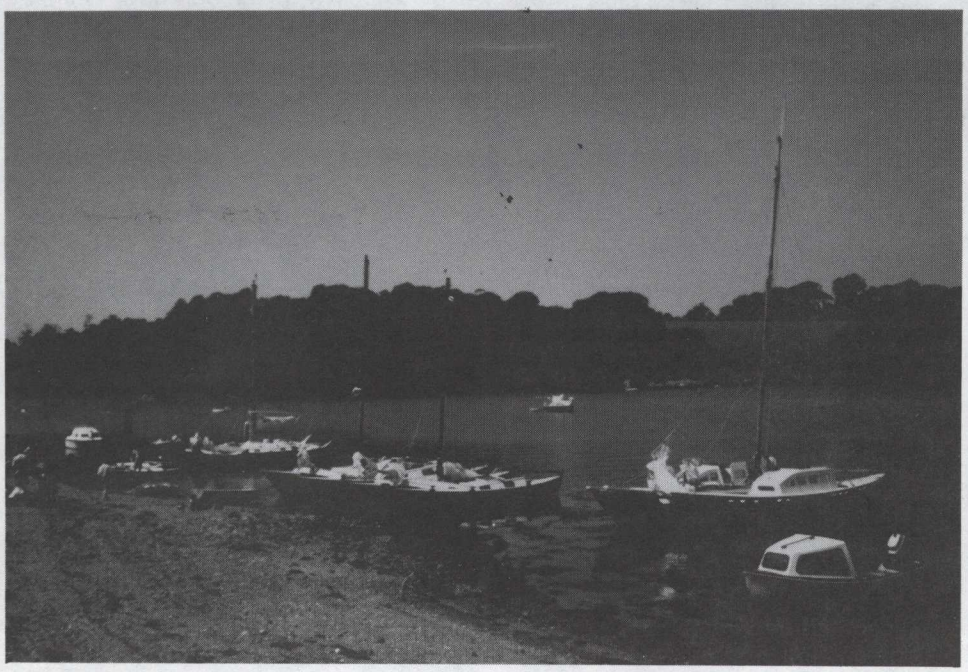
*Leith Mordey, first to complete a HITIA 17 has been sailing her in a force 7 on the River Orwell.*

We have only been sailing the boat for about a month, but I have been pleasantly surprised by her handling and performance. I have been sailing for some 25 years, but the only cats I have sailed have been high performance dinghies – Hobies, Shearwaters etc. and large racing boats such as 'British Airways' which I was vaguely involved in building. All of these have sailed very fast, been pigs to tack, and have generally behaved like an overloaded supermarket trolley. The HITIA 17, however, handles superbly. Last weekend we took her down the river Orwell in a full force 7 (for which we should have reefed, but didn't) and were averaging 12.7 knots (verified on a chart on our return – over 8 nautical miles) on a beam reach, steering all the while with one finger on the tiller bar. Inevitably, the only known weakness on the boat gave way. I had been unable to find timber the correct length for the sprit and had cobbled one together, 'just to try her', out of some odds and ends of timber. As she fell off a wave at about 16 knots it broke, leaving us to sail the 8 miles home under jib alone. This she did with no apparent difficulties – only having trouble coming through the wind in particularly strong gusts. I would not normally expect to sail the boat in such conditions – especially without reefing and only did so in order to discover her limitations and any weakness. I was delighted with the way she coped, and shall look forward to next season secure in the knowledge that she is both fun to sail, and, more importantly *safe* to sail. The new sprit is underway and will be as designed!



*Leith Mordey and his HITIA 17*

Photo: L. Mordey



*Falmouth Mini Meeting. L-R: HITIA (J. Head), PAHI 26 (A. Viljoen), TIKI 26 (P. Tadd), TIKI 21 (J. Wharram), TANENUI (T. Forrester)*

Photo: T. Forrester

***In August Steve Turner launched the first G.R.P. production Tiki 26***

***see opposite***

*Tim Deacon sails on the new G.R.P. TIKI 21, being produced by Steve Turner.*

I was very fortunate to be able to crew on a GRP version of the TIKI 26 from the Southampton Boat Show back towards Plymouth. Steve Turner of ''Imagine'' had shown the TIKI 26 at the Boat Show and invited me to help sail her back to Plymouth. My only previous multi-hull sailing experience was on a Dart 18 in Falmouth whilst on holiday, so I jumped at the chance to get some experience on a Wharram. Departure was delayed from Ocean Village because of bad weather but we eventually left to get into the Solent. The wind was gusting 6–7 (and I'm sure 8 at times!) and after a hairy sail we put into Cowes and got stuck there for two days. (We made good use of the local library; they have a fantastic sailing/boating section).

We eventually managed to get out and with a fair wind, sailed to Swanage for the night. It was a new experience for me to be able to pull up straight onto the beach (and sit level!) – what wonderful craft cats are! After a good nights sleep we left Swanage and hoped to get round the 'Bill' that day, but the wind dropped, off Durdle Dor and we motored most of the way to Weymouth, again pulling up on the Town Beach. Unfortunately, I couldn't spare any more time and had to bid farewell to Steve after having a pleasant five days getting to know the TIKI 26 (That's definitely the **next** boat!) . . .

***Phil Tadd describes his first year's sail with TIKI 26 No. 3 'HELARCTUS' (ply/epoxy design).***

I enclose a photograph of TIKI 26 no. 3 anchored at Braze, Aldearney during our summer cruise from Chatham, where I built her, to Teignmouth.

After 2 years of work HELARCTUS was finally launched in April last year after a few short sails on the Medway and Thames. We set out for Devon at the beginning of August. There was a fair bit of trepidation as, although we had sailed in testing conditions on the Thames where a very steep, short chop can be found with wind against tide, we had no chance to sail her far offshore and we intended a trip to the Channel Islands.

The sail to Brighton our first port of call, was generally easy with speeds from 0–9 knots. From Brighton to the Solent was to prove a hard slog and took 2 attempts. The first time we turned back after beating into an increasing wind force 3–4 increasing to 5–6. Your design proved its seaworthiness on the surf back to Brighton from Selsey Bill with a reefed jib. She was running well but not so fast as to overrun the waves, which were large enough to take the whole boat on the front. The pounding of this day's sail did cause the lashings to creek a bit but everything held.

The second attempt was successful and we cleared Selsey and made Portsmouth again with heavy seas and strong winds. This day we found how well she would beat on just a reefed main.

From here on the sailing was quite easy – Poole, Weymouth, Alderney, Cherbourg, Weymouth, Dartmouth, Salcome and on to a mooring on the River Exe. All in a good summer.

HELARCTUS was on her mooring throughout the storms in October and only sustained damage to her paintwork due to another vessel hitting her. All in all I have found her to be pleasant to sail and generally seaworthy and I look forward to another good season this year.

HELARCTUS was admired where ever we moored and a number of serious enquiries were made about the design, building and performance. Maybe we'll sail to Cornwall this year and you'll have a chance to see her.

***Which they did, see Tim Forester's report opposite.***

*The G.R.P. Production TIKI 26 built by Steve Turner of Imagine Multihulls. Sailing off Plymouth and ashore before launching. Note the G.R.P. version is lashed together just as the ply/epoxy design, thus retaining the advantages of easy assembly/dismantling for storage, trailing and maintenance.*

Photos: S. Turner

## WEST INDIES

*From St. Maarten*
*Peter Ley writes, April 1988,*

KIKAPU (formerly "Capella" from Findhorn) waiting for events in Panama. Seems a long time ago that FAOILEAG and then SYNNDRA tied up alongside us in Oban June 87. Apart from one Gale in Biscay, which capsized the racing cat Roger and Gallet – they came unstruck at the bottom of a thirty foot wave flying a full main and spinnaker! – we've had 6000 miles of perfect weather. Our NARAI was the only Wharram representative in the ARC rally an event we thoroughly enjoyed, for all the friends we made. We even won a prize for our 26 day crossing, arriving 59 minutes before the official deadline. Our last place won us a years subscription to Multihulls Magazine. Can't say I've heard of it myself! Nearly went broke saving in Venezuela, Beer 10p, Petrol 10p a gallon, steak mignon £1.50, Gordons Gin £1.50 and a Suzuki 30 h.p. £550. Our destination is San Francisco via Hawaii, allowing for General Noriega.

## NETHERLANDS

*Piet Viegers is building, single handed, a PAHI 63. He is working at an amazing pace. Piet is not only a builder but also the designer of the Amaran, a three hulled 'tripod' design for a fast racing boat. A number of these have been built and various articles published in yachting journals.*

Herewith I send you the first photos to give an idea how I work till now.

November was taken by preparing and cleaning up the work space.

December the huge heating Canon was placed and the plastic tent which insulates perfectly, hung up.

January I could start on the floor and February I did the backbone and frames. I'm working on the stringers now, so that I can start with hull planking in April.

It's so easy and I enjoy it very much working from your plans.

I could use a helping hand with the planking. Scrap joints will be used on the hull planking on my Pahi.

*Further news from Piet; the planking of the first hull was done in 32 days, 10 hours a day; one plank a day! (by plank we mean a 2.4 x 1.2 m sheet of plywood).*

*Piet Viegers PAHI 63 taking shape.*
*Note he has built the back bone in three sections. Once these are lined up and level the center board cases are fitted (2 per hull) these join the three sections together.*

Photo: P. Viegers

*Seto Woldringh, TIKI 21 builder writes:*

I gave my boat some more Mana by making this Tiki man.

As you state in the building book of the Tiki 21, nomads created small beautiful things to personalise their lives.

So I made this Tiki man out of a piece of hardwood using 2 of the 3 ancient skills; shaping and finishing wood. It stands on the front beam, guiding the boat like his ancestors did in Raratonga on the fishermens boats.

Photo: S. Woldringh

## YUGOSLAVIA

*Ernst Barth of the German "Yacht" magazine reports from Yugoslavia.*

As I'm sailing in Yugoslavia, this is the area I know best. Slips – in a suitable width for Multihulls – are in:

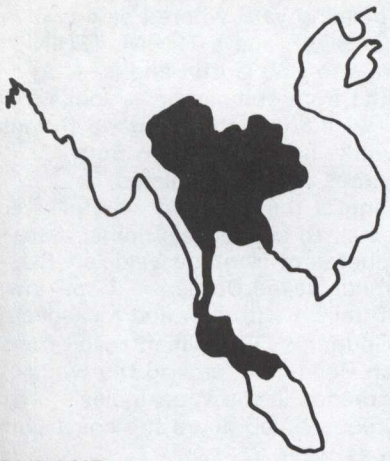
**Poreć**, harbour. Good road access, but mostly filled with the boats of the inhabitants.

**Zadar.** Before you come to Zadar by road, follow signs to "Borik" turist-area. Close to Borik is the "Nautic-Camp Rosemarie", where a friend of mine always slips his Hinemoa. In the camp parking for cars and trailers.

**Marina Kremik**. Near Primosten. Very comfortable slip with a width of about 7m: Shipchandler, gas station, shops, etc.

That's it, so far.

If things go as I planned, there will be a multihull meeting in the Adriatic next year. I'll keep you informed.



## THAILAND

*Mike Cox writes from the Gulf of Siam.*

I am building 3 HITIAS, and presently have all six hulls Epoxy welded up. Quite a flotilla, all lined up alongside each other in my shed, like peapods.

You see I am in a hurry to finish the boats while my West Epoxy is still useable. It's now almost June and the sticker on my cans reads ''USE BY MARCH '88''. But, I'm able to report that it is still in perfect condition, despite having been stored here in the tropics these past eleven months.

Originally the plan was to build a TIKI 31, but my lady wife decided that I'd got my priorities wrong and demanded that I build her a house first.

The House may be of interest to some readers as it's made entirely of Teak, carved and fitted together without a nail, and it's over 70 years old.

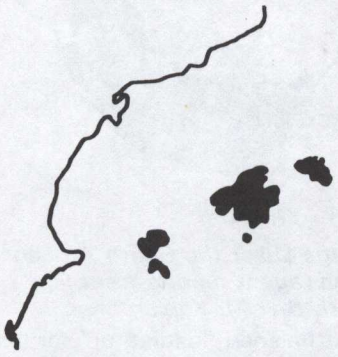
In the old days here in SIAM, the houses were made especially to be easily knocked apart, transported and rebuilt, which is what I did. My wife and myself (she's Thai) bought the house in the old capital of SIAM, Ayuthya, and had it trucked to Pattaya, on the eastern seaboard of the Thai Gulf, where we live.

Since buying the original stilt house I was fortunate enough to find a job on a Drilling Rig here in the Gulf of Siam, and decided to extend the house, by building below, in and around the stilts, where the families water buffalos usually live.

I'm building three because I have actually bought 3 sets of Hitia Plans over the past couple of years. The first one was packed up with my household shipment, and as I couldn't wait, Ruth sent me one more!

It's 4.00 a.m. now, and the S.W. Monsoon is blowing a warm steady 15 knots over a calm sea.

Superb sailing either up to Bangkok (200 miles) or down to Singapore (650 miles).



## BALEARIC ISLANDS

*News from Jan Leendertz.*

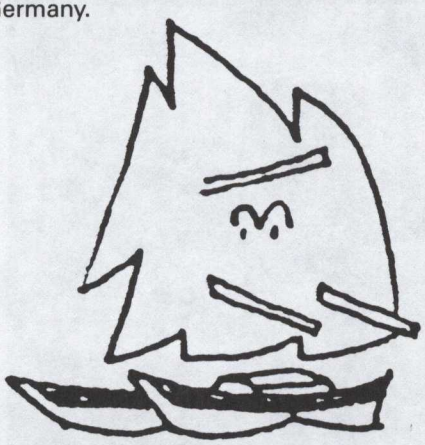
Ursula and Manfred Schmidt's AREOI will be launched in September '88. Manfred has his own shipyard in Germany, building ¼ and ½ tonners etc. He will change his Tornado for the PAHI 31.

My HITIA 277, was launched in April here in Ibiza. The hatches I added in the front prove to be very useful. Manfred Schmidt was very impressed by the sailing abilities of Hitia. So am I, although I can't compare with other cats. We feel very safe on Hitia (We named her ''Hitia'').

The chief engineer of Palma de Mallorca came to survey my little Hitia. He said that she was well built, but he didn't like the lashings (hull–beam) and he wouldn't have given me his d'accord if it had been a seagoing boat. Manfred was present and it was important for him to know the attitude of the chief engineer – hence he will not apply for Spanish papers for his Areoi. Little Hitia, however, will soon have the Spanish immatriculation number 5a–IB–1–1737.

A TIKI 31 will be finished by November this year by Richard, a young English guy with a German family name I don't recall, also here in Ibiza there is a TANENUI in the bay of Talamanca (Ibiza) belonging to an Ibizen doctor (it's been there for the last ten years).

My brother, Peter Leendertz, is also going to build a TANENUI as soon as he gets rid of his 2 year old Waarschip ''teen teen'' in North Germany.



*Oborea*

## CANADA

*News from Canadian polycats magazine. (Subscription $6.00 per year. Andrew and Susan Moizer, 206 Brock St. E. Box 278, Merrickville, Ont. Canada KOG 1ND).*

Ken Kowalski of New Jersey has launched his TIKI 21 'Skimmer' and is anxious to talk to other Tiki owners. The Sail In would be a great time to do this! Further north in Powassan, Harry Budden should have finished his Pahi 31 built with mahogany ply, white pine and WEST epoxy. Harry's only 'problem' is with his farming neighbours who reckon the cat would make a great sleigh for hauling wood from the bush in the winter! On the west coast in Richmond BC, EJ Beard is hoping to launch his TANE NUI this summer. Closer to home, Elska and Weiger deJong launched their TANGAROA MkIV last summer and are now sailing on Lake Erie. For members who haven't had the pleasure of meeting this dynamic couple, who last summer celebrated their 50th wedding anniversary, let me say that their efforts are truly inspirational. I only hope I have half their energy when I'm half their age! Vern and Latchmin Mitchinson are nearing the end of building their excellent CAPTAIN COOK, which they hope to launch as a motorboat this summer and have ready to sail for next year. Bill Oprel of Cambridge, Ontario is nearing completion of his PAHI 26 hulls, so lots of building action.

Members under 'sail'. Roly Huebsch of Toronto sailed his NARAI MkII 'Oborea back down to the Bahamas late last fall. This spring he sailed to Bermuda where he arrived a few weeks ago. By now Roly should be on his way to Lunenberg to pick up crew for the next leg across to Europe. The NARAI MkIV 'Montrose II', now owned by Greg & Donna Lee left Lake Ontario last summer for the charter trade in Greg's native Jamaica. Steve Veale took his TANGAROA 'Rhiannon' from native New Jersey to Bermuda and back last summer, 7 days out and 8 back Steve reported calms but good sailing. Tom & Carol Jones have completed their second 'lap' of the Atlantic, this time in their 28' tri. Look for more details to come. John Bellenger and Diane McCann are back aboard their ORO 'Pyxis in Australia and are probably on the move again by now. Polycatters and their Polycats sure get about, which is a tribute to the owners, builders and design.

## NEW ZEALAND

*The following report comes form Heather Whelan.*

Don Brazier has launched his NARAI 'Katipo'.

Charles Wrigglesworth and Heather King have begun work on their AREOI 35 (they are stretching or should I say adapting an AREOI 31.

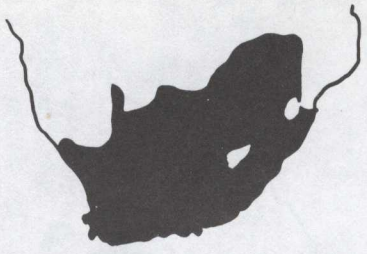
We held an impromptu polycat meeting in our kitchen a few weeks ago with the above mentioned people also Ian Blair from Dunedin and his friend Pat. Ian has also built a NARAI MkIV which he launched in 1987 after 7 years building – she is named 'Mapatu'. Like Don Brazier, Ian has extended his cabin tops over the aft berths to increase interior space. Both these boats are beautifully built and have kept their streamlined Wharram looks despite adapting the plans slightly.

We are hoping to move back aboard 'Ika Roa' at the end of the year and to continue cruising – this time with 2 young children.

## AUSTRALIA

*Peter & Erryl Hachett have launched TIKIROA No. 58.*

''Blue skies, flat wter, 15 kts of sea breeze. Jarviuku on Pillwato, Sydney, another miserable day in paradise!



## SOUTH AFRICA

*George Luker the South African Wharram agent reports from Port Elizabeth that Mr Kaplan has . . .*

''just finished 'loading up' for his trip across the Atlantic. He built his Areoi in Knyna some 300kms east of us and apparently entered P.E. in our now famous 100km per hour gale! Somewhat fearful at making a hectic surfing entry but soon realised that he should have no fears at doing same . . . handled beautifully.

This gale was also responsible for the 'Herald Free Enterprise' lying in our harbour after having broken away from it's tow somewhere in the S.Atlantic. All three craft in the tow convoy received a fair battering all of which now reside here awaiting repairs.

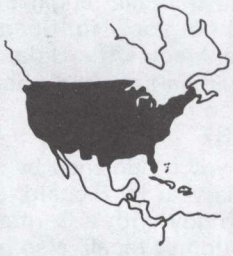
*Neville van der Wethuizen of East London, has more news.*

Prior to making a decision to start on a Wharram (and which design), I was fortunte to establish contact with Lawrence Moorcroft (Narai MkIV builder) in Durban. He really is ''your man'' down here in South Africa – *The result:* A visit to an amateur boatbuilding yard where I saw two TANGAROAS and a TEHINI. TEHINI belongs to Rob Griffin and is + 6 months from completion – looks a really well-done job with *good* fittings (bulwarks about to go on) Both Tangaroas nearly completed. A morning at the boatyard was followed by a visit to Lawrence's home – to see photos of Henk de Velde's ORO. Lawrence sailed Durban – Cape Town (1000 miles) with him and Kiskadee, the Goddards ORO which sailed from British Columbia ''around the world'' to Barbados in the West Indies. (Lawrence sailed down the coast with them as well).

Anyway a really enjoyable day and I will stay in contact with Lawrence.

Got a copy of Henk de Velde's book from him – really something to read, I am sure an English translation would be appreciated by all Wharram enthusiasts.

Having made contact with other builders, being able to evaluate the building task and giving the use of the catamaran much thought, I have been able to direct my attention seriously towards the TIKI 31. When one considers long distance cruising from South Africa then the distances are actually, always in excess of 2000 miles, and therefore to build an ORO or PAHI 42 at this stage would be inappropriate. However a TIKI 31 could be used for day and overnight sailing/fishing trips, and possibly even dismantled and transported to local cruising destinations some 400 to 600 miles away if the long coastal trip is to be avoided.



## U.S.A.

*Below D. Santos NARAI MkIV built in the U.S.A.*

Photo: D. Santos

*Above:*
*The launching of Don Braziers NARAI MkIV in New Zealand, note the launching ramp.*

Photo: H. Whelan

# Dolphins

**Caroline Tombs writes:**

As you probably know, Project Interlock was set up in New Zealand by Wade and Jan Doak to collect and compile information about interactions between Dolphins/whales and humans. I have volunteered to act as European co-ordinator of the project – I'll try to relay information between members, the Doaks and the other Interlock Projects in Australia and the USA. I hope that you will be interested in participating.

Wade writes a monthly newsletter in New Zealand which I will be receiving and circulating to European members. If you would like to receive a copy, please fill out the attached form and return to me at the above address with a remittance of £5 (UK members) or £7.50 (non UK members). This is to cover reproduction and postage costs. Please make cheques payable to Project Interlock. Back issues of the newsletter will also be available. I'll be using the monthly mailings to circulate other information of interest so if you have any material that you'd like to be passed on in this way, please forward it to me. I'd also like to set up a file of information of all the dolphin contacts that are taking place now throughout Europe – if you are involved in an interaction, I'd be grateful for your assistance.

For more information you can contact Caroline at Project Interlock-Europe, 24/7 Muirhouse Park, Edinburgh EH4 4RR, Scotland Tel 031 336 2833.

**REMEMBER TO KEEP SENDING US REPORTS ON ANY WHALE, DOLPHIN ENCOUNTERS YOU MAY HAVE OR HEAR OF. ONLY THIS WAY CAN WE BUILD UP A BULK OF USEFUL INFORMATION.**

## SENT TO US BY "MULTIHULLS MAGAZINE"

## DOLPHINS RESCUE CAPSIZED SAILORS

Johannesburg, South Africa (UPI) – Three yachtsmen rescued by dolphins praised the animals for steering the sailors, whose vessel had capsized, away from dangerous rocks and through turbulent, shark-infested waters to shore.

Peter Stock told Johannesburg's *Star* newspaper yesterday that the dolphins surrounded him and friends Terry MacDonald and Roger Hilligan a mile off South Africa's east coast on Wednesday, and stayed with them "right up to the breakers".

"And as soon as we were all safely ashore, they disappeared", he said.

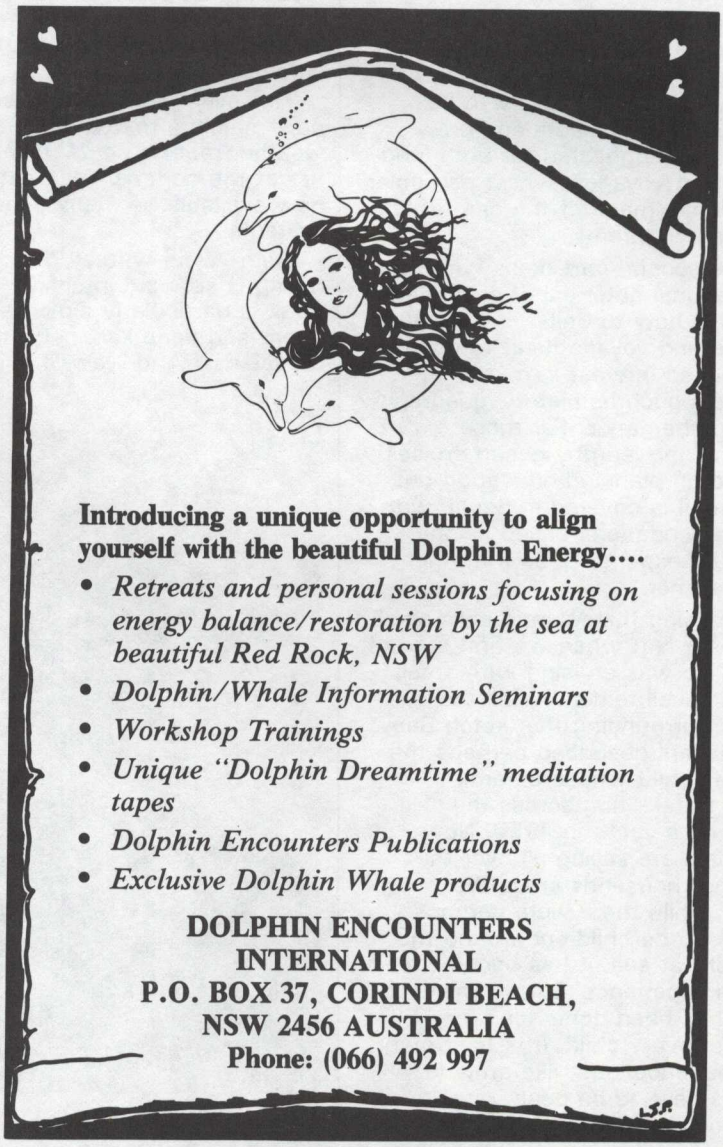
Without the dolphins, the yachtsmen could have drifted farther out to sea, Stock said. "They gave us a feeling of security and spurred us into action."

## DOLPHIN PROJECTS AND OTHER NEWS
**from Wade Doak**

*Les Grey, a New Zealand psychologist, has developed a rehabilitation programme around the building of a TIKI 21 (Natural High) – Wade Doak describes the launch.*

I was operating the cam corder for Les Grey when they slid the TIKI 21 'Natural High' off the beach into a SW wind gusting over 20K. I've seen a space shuttle go off while in Florida and the little Tiki took off in a like manner – on a beach and across the harbour and then racing back. They had her reefed down hard but almost overhauled a windsurfer who was mostly flying. Les is taking the boatbuilding team on a picnic. A sweet project – ideal in lieu of imprisonment – it builds self-esteem – I can't think of any project more suitable, short time-frame, adaptable skills, immense satisfaction in creating the closest to a 'live thing' man can approach.

We have formed a new venture 'South Pacific Inner Space Ventures' and our cat will be base for a $75,000 remote control underwater vessel (like they used in the *Titanic*). It is a tv camera on the end of an 800' cable with lights, props, arms etc plus rqo u/w video rigs for hand operation and two torpedoes. My oldest diving mate Keith Gordon and I have plans to develop "telepresenting" as a new form of tourism, we can transmit T.V. to charter boats 100m away. The gear is just what we need for our dolphin documentation. So, we've blown all the money we had saved up for a roof over our heads one day, on this new venture. You can only go forward . . . or under?

**Introducing a unique opportunity to align yourself with the beautiful Dolphin Energy....**

- *Retreats and personal sessions focusing on energy balance/restoration by the sea at beautiful Red Rock, NSW*
- *Dolphin/Whale Information Seminars*
- *Workshop Trainings*
- *Unique "Dolphin Dreamtime" meditation tapes*
- *Dolphin Encounters Publications*
- *Exclusive Dolphin Whale products*

**DOLPHIN ENCOUNTERS INTERNATIONAL**
**P.O. BOX 37, CORINDI BEACH, NSW 2456 AUSTRALIA**
**Phone: (066) 492 997**

# Have you read?

## CRUISING WITH CHILDREN and INSTANT WIND FORECASTING

*reviewed by Ruth Wharram*

I am lucky, that both books being reviewed cover subjects I always was – and still am – interested in: 'CRUISING WITH CHILDREN' by Gwenda Cornell, published by A. Coles costing £12.95 and 'INSTANT WIND FORECASTING' by Alan Watts, also from A. Coles for £5.95.

The flap on the cover reads:

*Cruising With Children* contains practical advice on the many problems that coastal or deep-sea cruising parents may encounter with children of all ages.

The first part of the book looks at the benefits to be gained by sailing as a family, safety at sea and health aspects likely to be encountered. projects and crew duties are suggested for both long and short voyages, whilst particular mention is made of the care of babies and infants.

The second part deals with educational potential of sailing and explains how to utilise the places visited and voyage itself to provide stimulated interest in many subjects such as history, geography and mathematics. For those undertaking lengthy ocean cruises, advice on planning education out of school is covered in detail, with recommendations based on the author's experience as a mother and teacher.

As crossing the Atlantic on a small boat was a feat when we first started in 1956, so was cruising with small children. I well remember all the publicity surrounding the 'ketch Baby' as the papers described perhaps the first small child whose parents planned to take him across the Atlantic on a yacht in 1956. Now small boats are sailing all over the world and thousands cross the Atlantic, while there were perhaps 10 in 1956. So do children: around the Horn, born at sea, it has become a common experience. But, however often it has been done, for every family, for every child, it is their own, new experience. Just like on land, problems have to be dealt with, precautions taken etc.

Some dangers are the same whether the children are brought up on land or while cruising. In fact, a cruising life combines that on the land with that at sea and, therefore, gives children a much wider horizon. We certainly found that children brought up on boats are brighter and usually better behaved.

Gwenda Cornell in her book gives all the advice needed about safety, health and education of which the latter occupies about half the book with useful addresses of schools, organisations etc. and many reference books. In the last chapter she gives the opinion of a number of parents and children, discussing the pros and cons of a cruising life with and for children.

To anyone who wants to take their children cruising I can highly recommend it. Even though we had experienced cruising with children before, as Hannes, James' older son, who moved onto our houseraft when he was one month old, had lived aboard our boats and sailed with us most of the time until he left school. I will be happy to study the book and take it on GAIA, as we will be taking little Jamie and other children with us.

While the previous book is almost a MUST for a cruising family, 'Instant Wind Forecasting' is a title which at first confused me, as I thought this subject would be part of Alan Watts' previous book 'Instant Weather Forecasting'.

However, weather forecasting is now mainly a matter of seeing the weather reports on TV or ringing up to get the commercial weather reports now available on many phone systems.

Alan Watts writes: ''As yacht racing is so wind intensive . . . the book is particularly aimed at dinghy, board and deep keel helmsmen and tacticians.'' And we will add: 'Coastal Trekkers'.

The author goes on to write: ''Very few major windshifts occur without some sign being evident in the clouds above.'' With many photos and cross references he shows how to recognize not only the shifts, but also the strength of the expected wind, and whether the changes are gradually or sudden. This is the type of local information which you do not get from the general weather forecasts which are covering a wide area. What this book tells us is how to study the local, immediate wind shifts and strengths over the area that you are sailing.

Even when cruising I find it facinating to study the clouds, and with the help of this book, any of my 'forecasting' which has been very vague in the past, I hope, will improve.

For the 'Coastal Trekker' who plans a day's sail and hopes to reach a safe anchorage or a place where he can haul out the boat in the evening, it may be of great help to have a more localized knowledge of what winds could be expected during the day – or in the night, if he plans an overnight passage.

The book gives very detailed explanations with plenty of photos, and it will undoubtedly be a book on the shelf of my cabin together with one of two books or charts on recognizing the stars, a subject I also enjoy studying on long voyages.

---

## FREE SUN

*Tim Francis P.C.A. member from Hampshire reviews ''FREE SUN'' by PHIL VALLACK, published by John Waite, £4.50 from booksellers or £5.00 direct from Mercury, 70–72 High Street, Malmesbury, Wiltshire.*

Free sun is a guide to nearly 1000 beaches throughout the United Kingdom and Europe, where it is

*Hannes and friends on board 'RONGO'.* Photo: R. Wharram

possible to swim and sunbathe nude. Each beach, whether official or just tolerated, is accompanied by a map and detailed directions as to how to get there. Free Sun includes beaches which are accessible only by boat.

But this guide is more than just a collection of directions: Phil Vallack has incuded many useful addresses and contacts, as well as comments on the suitability of the site, such as good sandy beach, safe swimming west of groves. Some locations have been illustrated with black and white photographs.

The Book details beaches in the following areas: Great Britain and Eire, Northern Europe – Netherlands, West Germany, Denmark, East Germany, Norway, Sweden, France. Western Mediterranean – Portugal, Spain, Canaries – Gomera, Tenerife, Gran Canaria, Fuerteventura and Lanzarote . . . Balearic Islands – Ibiza, Formentera, Majorca and Menora. Eastern Mediterranean – Malta, Italy, Corfu, the Greek Mainland, 33 Greek Islands, Yugoslavia, Romania and Bulgaria.

There is a more generalised list of beaches in the Worldwide Survey, covering Canada, USA, Caribbean, Far East, Africa, Middle East, Indian Ocean Localities, Australia and New Zealand.

Both the author and the publishers actively encourage people with details of new beaches to contact Phil Vallack at 16 Viewbank, Hastings, Sussex, England. In this way, the book is continually being expanded and brought up to date with each yearly edition.

When used in conjunction with a pilot, you will find Free Sun a useful aid for route planning if you wish to sail á la naturel.

---

*Passage Making*
*oppostie T. Hughes ORO Amanzi built in South Africa. Sailed in 1979 to Britain. Sailed to West Indies in 1980.*

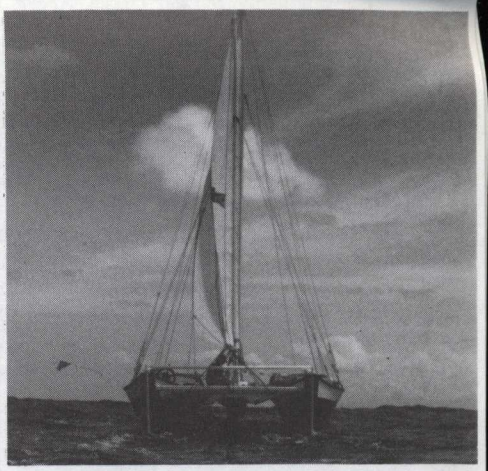


Photo: T. Hughes

## BOOKS FOR SALE

James Wharram Designs have the following books for sale, which have all been reviewed in the magazine.

**'Dolphin, Dolphin' by Wade Doak**
£16.00 surface mail – airmail depending on country

**'Seaweed – a User's Guide' by Sonia Surey-Gent and Gordon Morris**
UK £9.95 – overseas surface mail £10.95

**'Psychology of Sailing' by Michael Stadler**
UK £7.95 – overseas surface mail £8.95

**'Cruising with Children' by Gwenda Cornell**
UK £12.95 – overseas surface mail £13.95

**'Instant Wind Forecasting' by Alan Watts**
UK £5.95 – overseas surface mail £6.95

**NEW:** 'Appropriate Technology in Catamaran Design and Construction'. A paper, given by James Wharram at the 'European Multihull Symposium' held at Monnickendam, Holland, from 25–27 May, 1988. £2.50


## A VERY GREEN CHRISTMAS FROM THE SCHUMACHER SOCIETY

- If you care for the environment
- If you are concerned for the future
- If you wish to keep in touch with current ideas by leading writers on green issues

***Green Books are essential reading this Christmas!!***

**BREAKING THROUGH – Theory and Practice of Wholistic Living** by Walter and Dorothy Schwartz **£6.50 p/b**
*"A lucid and accessble update on what is happening on the Green Scene."* Jonathon Porritt, *The Guardian*

**THE COUNTRYSIDE WE WANT – A Manifesto for the Year 2000** Edited by Chris Hall and Charlie Pye-Smith **£6.50 p/b**
A plan for the revitalization of rural Britain.
*"a series of brilliant essays . . . a marvellous, inspiring manifesto."* Jim Perrin, *The Independent*

**THE GREAT U-TURN – De-Industrializing Society** by Edward Goldsmith **£6.50 p/b**
A collection of essays by the Editor of *The Ecologist* arguing that economic 'progress is the cause, not the cure, for the problems that confront this society.
*"His insight that pollution problems cannot be solved by the scientific method should be taken to heart by all while there is still time."*
John Button, *Environment Now*

**A MIRROR OF ENGLAND – An Anthology of the Writings of H.J. Massingham** Edited by Edward Abelson **£6.50 p/b**
Published as a tribute to Massingham in the centenary year of his birth, this book re-introduces one of Britain's greatest writers on rural life and country matters. Direct, simple and principled, written in a lucid, inspiring style.

**THE ORGANIC TRADITION – An Anthology of Writings on Organic Farming** Edited by Philip Conford **£6.50 p/b**
The book contains extracts from the works of key figures writing on ecological problems that were becoming apparent during the first half of this century; that still face us today. Contributors include Lady Eve Balfour, William Cobbett and HJ Massingham.

**GOOD NEIGHBOURS** by Walter Rose **£6.50 p/b**
Looks back to the author's youth around the 1870s. A classic of English rural literature, rivalling Flora Thompson's books for its powerfully descriptive prose.

**HIGH HORSE RIDERLESS** by L.T.C. Rolt **£6.50 p/b**
As relevant and thought-provoking as when it was first published in 1947, Rolt's analysis exposes the destructive effects of the Industrial Revolution and large-scale capitalism.

**MISSING MOON** by John Moat **£7.50 p/b**
A book in the same tradition as Lorna Doone and Tarka the Otter, celebrating the landscape and life of rural North Devon.
*"Eloquent and uproarious"* Roger Garfitt, *The Listener*
*"rich, intricate and fantastic. An epic, timeless yet topical, comic and compassionate."* Isobel Murray, *The Scotsman*

---

If you order any two Green Books titles, the Schumacher Society will send you a **FREE** copy of either **Alias Papa**, a biography of the late E.F. Schumacher by his daughter, Barbara Wood, or **The Schumacher Lectures Volume II**, transcriptions of 11 outstanding talks by such speakers as Colin Wilson, Shirley Williams and Rupert Sheldrake.

Please order your books from the **Schmacher Society**, indicating which of the free offers you would like.

For a complete catalogue of Green Books titles and the Schumacher Society Book Service list, please write to **The Schumacher Society, Ford House, Hartland, North Devon EX39 6EE.**

# Small Ads

## BOATS FOR SALE

**TIKIROA 26** *Amazon*

Professionally built 1986. Trailered to and sailed in Florida, Bahamas and Mexico Winter 86/87. Package of Tow Car (80 Ford Ltd. S.W.), Custom Trailer and Boat. $28,000. Can or will sell separately. Located near Victoria, B.C. Canada. 604-653-4319 or Bill Gardam, RRI Fulford Harbour, B.C. UOSICC Canada.

**TANGAROA MkIV**

Part built, good materials, sensible offers to Wadebridge 4628 (U.K.). P.A. Green.

**CAPTAIN COOK**

Built to a very high standard, in very good condition, complete cruising inventory. £55,000 o.n.o. Lying in Portugal. For details write to: O. Bos, Hoflaan 85 A 3062 J.D. Rotterdam, Holland.

**PAHI 31** *Freebird*

Completed 1983 to a very high standard. Winner of 1987 P.C.A. best built boat. Complete cruising inventory. Stainless rigging, icom VHF, Sailor R109 radio, autohelm 1000. £12,000 (0752) 600183. Dave Irving.

**PAHI 31** *Gadzooks*

Marine Ply/epoxy composite. Full cruising inventory, ready to sail, excellent condition. Will deliver within UK/Europe by arrangement. For detail sheet contact Peter Richardson 0389 59999 (U.K.)

*(Peter Richardson is now building a Pahi 42 in Scotland)*

**TANGAROA**

Part built, one hull planked keel, stem and stern posts fitted. Top quality materials, BS1088 ply, Brass screws, Interior saturated with 3 coats WEST system epoxy. Ply bulkheads and back bone cut for second hull. Well built, regrettably must sell. Built hull well protected and sound, a good start for this powerful craft. A bargain at £1000. View now. T. Hunt, Broadwater Cottage, Newpond Road, Godalming, Surrey CU7 3DB. Tel: (0483) 69509 (W).

**TANE 28**

Sheathed ply. Dismantled on return from Med. Sound hulls, requires re-paint, re-fit. Offers. Cruising equipment negotiable. Southampton 222087 (eve).

**TIKIROA**

Almost completed, incl. sails £4,000 o.n.o. (plus VAT). For further details write to: James Wharram Designs, Greenbank Road, Devoran, Truro, TR3 6PJ, UK. Or phone 0872-864792.

**EQUIPMENT**

MAST, suitable for TANE NUI or TIKIROA, Sailspar E 50 (139 x 112mm) 8.30m long and BOOM suitable for TANE NUI, 2.80m long. £300 o.n.o. Further details from James Wharram Designs, Tel 0872 864792.

**SKIPPER WANTED**

Vegetarian without experience of long distance Polycat but with well found Tangaroa wants to meet experienced skipper of polycats with view to sailing 88 Falmouth Area and 89 to West Indies and maybe beyond. Also required Walker Log, Wind Generator, Self Steering, VHF etc. Please contact Ralph Bradshaw c/o Ruby Cottage, Halwin Lane, Porkellis, Nr. Helston, Cornwall TR13 0LA.

**HELP OFFERED**

CATAMARAN BUILDER offers his craftmanship helping to build, or finish, self-built catamarans anywhere in Europe. For details or queries contact: Robert Waldow, Hackenbroicherstr. 147, D 5000 Koeln 71, Germany.

**TIMBER AND PLY**

If you have not yet bought all your timber and ply for your catamaran, our Kit supplier, Robbins of Bristol, can offer you high quality timber and ply, value for money, and fair advice. For further details either contact Richard Bagnell of Robbins Ltd., Merrywood Road, Bedminster, Bristol BS3 1DX, Tel: 0272-633136 or James Wharram Designs at Devoran.


# IMAGINE MULTIHULLS

★

POLYNESIAN CATAMARANS FOR SALE AND CHARTER

★ ★ ★ ★ ★

NEW G.R.P. TIKI 26
ALLOY MAST S.S. .RIGGING

MOULDINGS £3,500
SAILAWAY £6,500
COMPLETE £9,500

★ ★ ★ ★ ★

WOODEN TIKI 21(1986) £3,500

★ ★ ★ ★ ★

SELF SAIL & SKIPPERED CHARTER

**— IMAGINE MULTIHULLS —**

**Foss Quay, Millbrook, Torpoint, Cornwall PL10 1EN** **Tel: (0752) 822846**

# Build it better with WEST SYSTEM* PRODUCTS

**7% discount is offered to all Wharram builders if they order WEST SYSTEM Products through James Wharram Designs**

**WRA also market:**

SUPERSTIK adjustable grade contact adhesive
CASCOPHEN resorcinal resin glue
WOOD GLUE ready-to-use PVA adhesive
CASCAMITE waterproof wood glue
EXTRA BOND multi-purpose adhesive
SUPERFAST POWER PACK two-part epoxy resin adhesive
EPOPHEN epoxy putty pack
CASCOVER nylon sheathing

**West System resins for laminating and encapsulating wood for boatbuilding and repairs.**

**West System adhesives for permanent bonding.**

**West System products for surface coating.**

**West System fillers for bridging gaps and making good imperfections.**

**For more information, ask WRA, the experts or send for Technical Information bulletin.**

*West System is the registered Trade Mark of Gougeon Bros. Inc.

GOUGEON * WEST SYSTEM* PRODUCTS

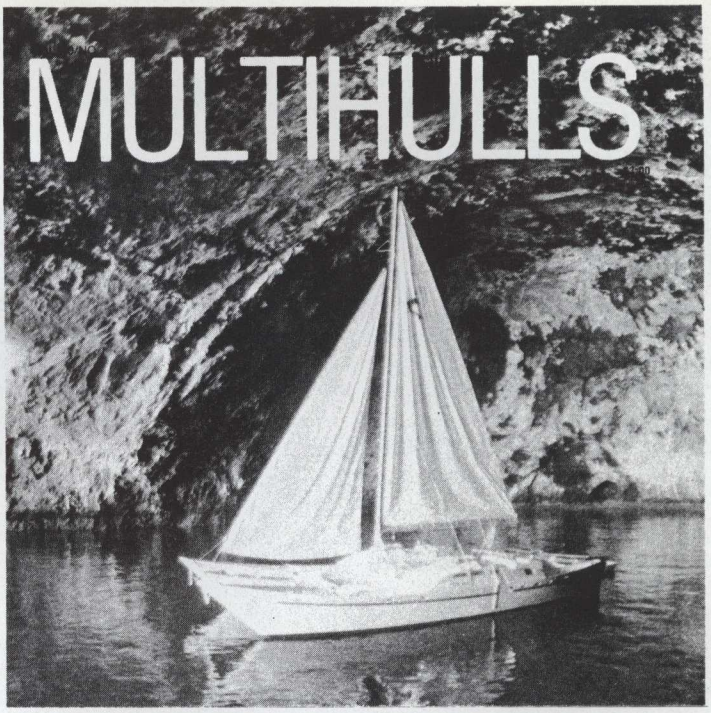
## Wessex Resins and Adhesives

WRA

WESSEX RESINS & ADHESIVES LTD.
189/193 Spring Road
Sholing, Southampton SO2 7NY
Tel: Southampton (0703) 444744
Telex: 47388 Wessex Resins

RS 037

*West System Products have Lloyds Approval


*January/February 1984 Cover Photo: Wade Doak's RAKA 'INTERLOCK' in Rikoriko Cave, New Zealand, with inside story: 'A Cat Among The Dolphins'.*


MULTIHULLS Magazine brings you world-wide catamaran, trimaran and proa news. Timely articles on designs, buying, building, racing, cruising and safety of multihulls. Bi-monthly (6 issues per year).

**421 Hancock St.**
**Quincy, (Boston)**
**MA 02171, USA** Tel: (617) 328-8181

**SUBSCRIPTIONS**

| | 1 year | 2 years |
|---|---|---|
| U.S. Surface | $18.00 | $32.00 |
| Foreign Surface | $22.00 | $36.00 |
| Foreign Airmail | $39.00 | $75.00 |

Payable in U.Dollars, bank draft International Postal Money Order or Visa/Mastercard

## multihull international

SUBSCRIPTION FORM

The only monthly Journal in the world devoted entirely to the
News and views on multihulls

*the multihullers' newspaper*

**U.K. ANNUAL SUBSCRIPTION £13**

Overseas Subscription $24 or £16
Extra for AIR MAIL $15 or £12
European FIRST CLASS MAIL $4 or £2
Cheques in Sterling or U.S. Dollars GIRO No. 346 9050

PLEASE send me a year's subscription, starting with the ..... issue

NAME .....

ADDRESS .....

(BLOCK LETTERS PLEASE) .....

.....

Please continue my subscription when it becomes renewable and bill me until I cancel subscription

*published by*

***CHANDLER PUBLICATIONS LTD.***

*53 HIGH STREET, TOTNES, DEVON TQ9 5NP, U.K.*

# Editors Note

This is a ''sailing issue'' of the SEA PEOPLE/SAILORMAN. Wolfgang Wappl's circumnavigation, the cruise of Pelijo to the Gambia, Eddie Edwards crossing the Bay of Biscay, the Gardam family cruise aboard their TIKIROA, everyone is out there sailing.

Boats are being built, the Wharram's own PAHI 63 the 'GAIA' has had both hulls turned and work has begun on the interiors, a new prototype, the TIKI 28 will soon be afloat, Steve Turner's G.R.P. production TIKI 26 is sailing, causing a lot of interest and has just returned form the Southampton Boat Show.

In Holland another PAHI 63 is fast growing as Piet Viegers builds her at speed. The number of coastal trekkers under construction is as large as ever.

It is all happening and we should take courage from each other.

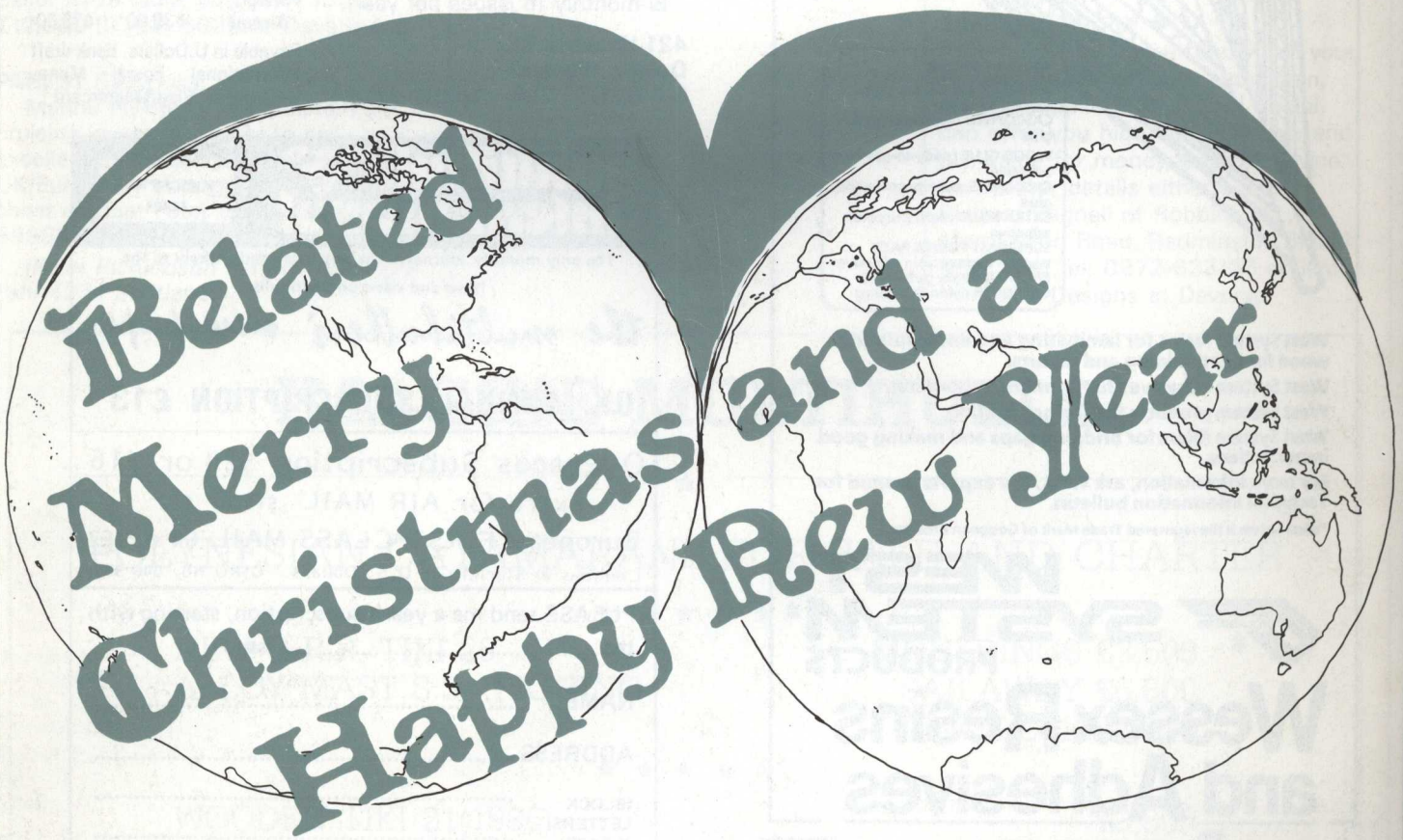
Unfortunately Steve Chasey could not continue as Editor of the magazine and so I have volunteered to produce this issue, with the help of Katrina Briant and all at James Wharram Designs. This time next year I hope to be away cruising with Anna Blume (my TIKI ROA) so we are still looking for an editor. If you have some spare time this is an extremely rewarding way to use it. It is like having ones finger to the pulse of a great movement, realizing just how much is going on. I can recommend it to anyone, and we do need someone!

Keep writing in, for the moment to James Wharram Designs, please. Try either to have your pieces typed (double spaced) or hand written clearly, it saves a lot of time.

It's been fun editing, lets hope the reading is good. *A.V. & K.B.*

# Winter Meeting P.C.A AGM

**SEE ENCLOSED SHEET FOR DATE AND VENUE**




**STOP PRESS . . .**

Just received a letter from Roel Jungslager, P.O. Box 3521, Curacao (Netherland Antilles) Tel. 673007 saying: ''If you know of any owner who will visit the island of Curacao, please ask them to contact me. It is no problem to moor in front of my house. There are even two buoys. And if anyone is looking for a mooring place for the hurricane season, or any other time of the year, I am willing to look after their boat.''

**PLEASE FORWARD** or return to: Sandy Turner, Foss Quay, Millbrook, Torpoint, Cornwall PL10 1EN, U.K.